CYCLE NEWS

Volume XV : Number 23 : June 21, 1978

75¢

WEST

Three in a row for Springer

Hannah, Croft storm Sears Point

Roberts speaks frankly about European road racing

MXGP machinery exposé

WSPAPER

THE LATEST POOP BY PAPA WEALEY

Hennen hurt at Isle of Man, condition guarded, prognosis unknown

LIVERPOOL, ENGLAND, JUNE 12
American road racing star and three-year Team Suzuki member Pat Hennen was injured in a high-speed crash while competing at the Isle of Man Senior TT on Monday, June 5. Hennen was on the last lap of the event, and was reportedly 15 seconds behind eventual winner Mike Hailwood, when the mishap occurred. He had just set a new lap record for the 37-mile circuit and was closing on the leader at the time of the crash.

Hennen was entering Bishop's Court — a 150 mph sweeping corner marking the halfway point of the country lanes that form the IOM course — when, according to an eyewitness, either a large insect or small bird smashed into his face shield, obscuring Hennen's vision. As he frantically tore at the visor to remove it, his Suzuki RG 500 struck the curb at the apex of the turn, shattering both wheels, and both the motorcycle and Hennen were thrown across the track and into a stone guardrail approximately 50 yards away.

The rider was rushed to an infirmary on the island where a preliminary examination revealed no broken bones or internal injuries, but he had lapsed into a coma, and his condition was listed as serious. Though unconcious, Hennen's vital signs stabilized and 36 hours after the accident he was flown to the Noble Hospital in Liverpool and placed in guarded condition under the care of a neurosurgeon.

Reports from Liverpool on Friday, June 9, indicated that Hennen was semiconcious and had recognized but not spoken to his mechanic who was at his bedside. Initial scans have revealed some slight bruises within the cranial area, but further diagnosis will be witheld until Hennen regains full conciousness and the extent of his injuries can be ascertained.

Hennen became the first American rider ever to win an international road race Grand Prix, turning the trick in Finland in 1976. He was running strongly this season, having won the Spanish GP on April 16 and finishing second in three of the other four events run to date. He is currently second in the overall standings with 51 points to fellow American Kenny Roberts' 57 points, with Hennen's Suzuki teammate Barry Sheene in third at 47 points.

Bultaco's Bernie Schreiber won his third-straight World Championship Trials event in the United States round at Motorsport Park in Roaring Branch, PA. Schreiber's 24.2-point total bested Yrjo Vesterinen (Bul, 35 points), Ulf Karlsson (Mon, 38.6), Martin Lampkin (Bul, 39), Marland Whaley (Mon, 50) and Curt Comer (Mon, 50,9).

In the World Trials point standings, Martin Lampkin still leads with 80 points, followed by Yrjo Vesterinen (70) and Bernie Schreiber (62).

In the June 11 Italian round [illegible] 500cc World Championship [illegible] Series, Team Yamaha's [illegible] Mikkola scored another [illegible] victory. America's Honda-[illegible] hopeful for the crown, "B[illegible] Lackey, won the first moto [illegible] Suzuki's Roger DeCoster, b[illegible] to fourth in the second race for third overall. DeCoster followed Herbert Schmitz and Mikkola in the second moto for second overall. Maico-mounted Schmitz finished fourth overall with an eighth in the first moto. Mikkola leads the series with 197 points over [illegible]key's 163, DeCoste[illegible]

[illegible] you live in the north San [illegible] Carlsbad area? Police officer [illegible] Higginbotham, the inland off-[illegible]ing enforcer, says he's found a [illegible]ace to ride where nobody [illegible]ns. You can contact him at the [illegible]d Police Department, 1200 [illegible] Ave., Carlsbad, CA 92008, [illegible]729-7102.

[illegible]ay Springsteen plans to ride a Harley-Davidson 750cc V-twin in the June 18 Laconia Motorcycle Enduro at Hamden, OH. Class winners included Suzuki riders Drew Smith (200cc A) and George Peck (250cc A) and KTM's Kevin LaVoie (Open A). Dick Burleson DNF.

The blood test administered to Jay Springsteen after he was charged by Gary Scott of being in violation of an AMA rule regarding use of stimulants and intoxicants, came back negative. Springer's clean, and his Louisville win stands.

Do you know Rolf Tibblin? Chances are that if you've been involved in either motocross or off-road racing, you've either met the man or perhaps followed his published training or riding technique advice. He's presently being threatened with deportation under circumstances that are no fault of his own. Character references are needed, so send those telegrams or letters to S.I. Hayakawa, Congressional Committee, State Capitol, Washington, DC, or to Congressman Bergner at the same address. Tell 'em why you feel Rolf is welcome and needed in America. Need more info? Dial 805/942-9624 and talk with Ron Stephens, the general manager of Mitch Mayes' Lancaster Yamaha.

The cast of Beatlemania singing the National Anthem?! It could only happen at the June 24 L.A. Coliseum Coca-Cola Superbowl of Motocross VI.

An apparently not-so-reliable source in Canada told Papa last week that Can-Am's head R&D man Bob Fisher and five other R&D Department employees had been dismissed. But Can-Am's man in SoCal, Tony Murphy called up to inform Papa that the Fisher/Can-Am split had been a "mutual parting of the ways" and that the part about five others going too was pure B.S. Papa apologizes for the Poop item in last week's paper, hoping that Fisher, Murphy and the five guys who are still there will understand.

At the Mammoth Mountain motocross June 11, Team Yamaha's Broc Glover topped Team Honda's Warren Rid and David Tylor (Suz) in the 125cc Pro class. In the 250cc Pros, Marty Moates (Suz) won out over Jim Lesniewski (Mai) and Dan Turner (Yam). Sherman Schneller (Suz) ruled the Open class ahead of Larry Watkins (Suz) and Val Tamietti (Mai). Complete coverage next week.

Somebody left a full ring of keys at the sign up area of the Masterlinks D-37 desert race May 21. The owner of the keys should contact Wally Bolster at 213/564-5666, days.

Steve Clugston, riding a KTM along with Ralph Griffin in the Baja Internacional, crashed near the start. While that would not normally qualify him for Papa's Precious Page, as a result of the crash, there are knobby tire tracks running across the inside of the legs of his leathers, a couple of inches from the junction on the inseams. Close call, Clugston.

Classic. Bill Werner will have one of Springer's mile motors in one of the old road racer frames for National Number One to compete on. Jay will be in search of more Camel Pro Series points to protect his 30-point lead over Steve Eklund. Eklund will race at Loudon, too, on a TZ 750 Yamaha, as will current third-place Skip Aksland.

Lost and found: A set of keys were found at Carlsbad following the Bel-Ray USGP of Motocross. If they're yours call Gerard McCaffrey at 714/831-7141 and identify them.

Lost and found: A wristwatch was found in the Suzuki hospitality area at Carlsbad following the USGP. Call Jeff Burtt at 213/921-4461 to claim it.

The American Motorcyclist Association has announced that speedway riders Scott Autrey and Steve Gresham will represent the AMA at the July 2 Intercontinental Final at Fredrica, Denmark. If they're successful there, they'll transfer to the Sept. 2 Individual Speedway World Final at Wembley, England. The AMA will sanction qualifiers in the U.S. this year to select riders for the '79 World Finals.

Don't miss the California Racing Club's June 18 Superbowl Amateur National Qualifier event at Indian Dunes if you're anxious to get into the June 26 Grand National Championship event in the L.A. Coliseum.

AMA Superbike Production Champion Reg Pridmore will ride a Honda at Bol d'Or on September 16-17. According to Pridmore, he still has to pick his riding partner for the 24-hour Coup d'Endurance event. His bike will use a factory engine in an accessory frame.

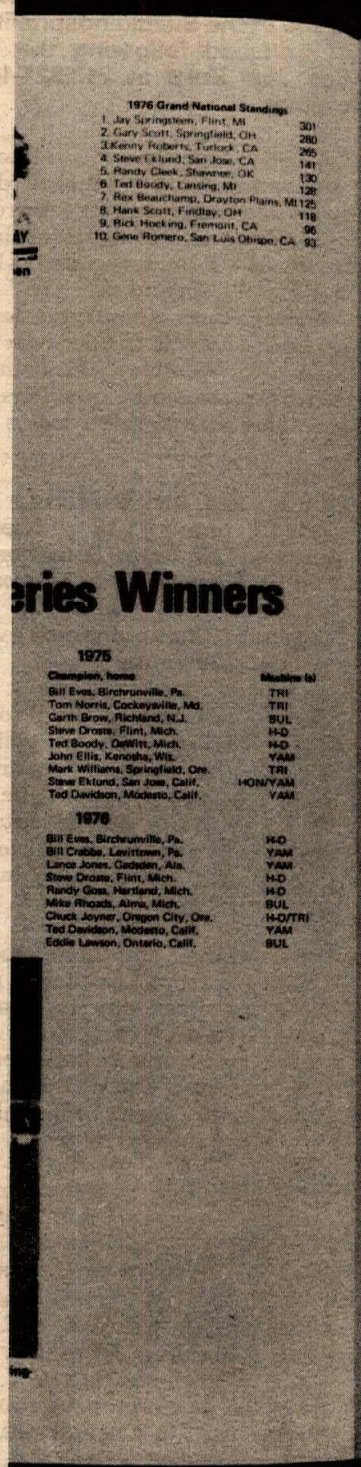
Phil Wyman, candidate for State Assembly from Lancaster, phoned Papa the other day to question a Latest Poop item run several issues ago concerning incumbent assemblyman Larry Chimbole and statements that Chimbole was running against a "rancher (Wyman) who decidedly is not sympathetic to (motorcyclists) needs." Wyman stated that he is a four-wheel off-road enthusiast and added, "I feel that it's public land, and I think they should use it. I've been fighting the BLM for years...to keep from having too many wilderness areas." Wyman may be contacted through the Wyman in '78 Committee, 159 E. Ave. J, Lancaster, CA 93534. 804/948-5201.

David Taylor will contest the remaining rounds of the AMA 125cc National Championship/Mr. PiBB MX Series with the support of Marconi Racing and with help from LOP. Taylor holeshot both 250cc Support class motos at the Bel-Ray USGP, but ran into problems in the second moto.

Ascot Park will be hosting two AMA Pro half miles on the Gardena, CA, oval. The first one will be June 16; the second will be June 30. Both will be full-on Pro programs with Novice, Junior and Expert classes. Call 213/321-5323 or 323-5055 for further info.

Bob Hayes won his heat race in his bid for the 39th Assembly District seat and transferred directly to the main event in November. To celebrate, Bob went out and rode the Buzzards M.C. AMA D-37 hare scrambles. ●

EVERY YEAR THEY TRY TO BEAT THE V-TWIN POWER OF A HARLEY-DAVIDSON.



1976 Grand National Standings

1. Jay Springsteen, Flint, MI	301
2. Gary Scott, Springfield, OH	280
3. Kenny Roberts, Turlock, CA	265
4. Steve Eklund, San Jose, CA	141
5. Randy Cleek, Shawnee, OK	130
6. Ted Boody, Lansing, MI	128
7. Rex Beauchamp, Drayton Plains, MI	125
8. Hank Scott, Findlay, OH	118
9. Rick Hocking, Fremont, CA	96
10. Gene Romero, San Luis Obispo, CA	93

eries Winners

1975

Champion, home	Machine (s)
Bill Eves, Birchrunville, Pa.	TRI
Tom Norris, Cockeysville, Md.	TRI
Garth Brow, Richland, N.J.	SUL
Steve Droste, Flint, Mich.	H-D
Ted Boody, DeWitt, Mich.	H-D
John Ellis, Kenosha, Wis.	YAM
Mark Williams, Springfield, Ore.	TRI
Steve Eklund, San Jose, Calif.	HON/YAM
Ted Davidson, Modesto, Calif.	YAM

1976

Bill Eves, Birchrunville, Pa.	H-D
Bill Crabbe, Levittown, Pa.	YAM
Lance Jones, Gadsden, Ala.	YAM
Steve Droste, Flint, Mich.	H-D
Randy Goss, Hartland, Mich.	H-D
Mike Rhoads, Alma, Mich.	SUL
Chuck Joyner, Oregon City, Ore.	H-D/TRI
Ted Davidson, Modesto, Calif.	YAM
Eddie Lawson, Ontario, Calif.	SUL

A.M.A. GRAND NATIONAL CHAMPIONS.

YEAR	MAKE	RIDER	POINTS
1977	HARLEY-DAVIDSON	JAY SPRINGSTEEN	260
1976	HARLEY-DAVIDSON	JAY SPRINGSTEEN	301
1975	HARLEY-DAVIDSON	GARY SCOTT	1358
1974	YAMAHA	KEN ROBERTS	2286
1973	YAMAHA	KEN ROBERTS	2014
1972	HARLEY-DAVIDSON	MARK BRELSFORD	1483
1971	BSA	DICK MANN	1054
1970	TRIUMPH	GENE ROMERO	667
1969	HARLEY-DAVIDSON	MERT LAWWILL	672
1968	TRIUMPH	GARY NIXON	622
1967	TRIUMPH	GARY NIXON	508
1966	HARLEY-DAVIDSON	BART MARKEL	434
1965	HARLEY-DAVIDSON	BART MARKEL	620
1964	HARLEY-DAVIDSON	ROGER REIMAN	503
1963	BSA-MAT	DICK MANN	114
1962	HARLEY-DAVIDSON	BART MARKEL	58
1961	HARLEY-DAVIDSON	CARROLL RESWEBER	62
1960	HARLEY-DAVIDSON	CARROLL RESWEBER	49
1959	HARLEY-DAVIDSON	CARROLL RESWEBER	52
1958	HARLEY-DAVIDSON	CARROLL RESWEBER	36
1957	HARLEY-DAVIDSON	JOE LEONARD	41
1956	HARLEY-DAVIDSON	JOE LEONARD	32
1955	HARLEY-DAVIDSON	BRAD ANDRES	80
1954	HARLEY-DAVIDSON	JOE LEONARD	76

And every year the outcome seems to be the same. The #1 plate goes to a Harley-Davidson® rider. And, in 1977, the Manufacturers' Championship goes to Harley-Davidson. Is V-twin power that devastating? Just check the record. Or talk to the losers.

UNTIL YOU'VE BEEN ON A HARLEY-DAVIDSON, YOU HAVEN'T BEEN ON A MOTORCYCLE.

AMF Harley-Davidson

CYCLE NEWS® WEST

America's No. 1 Weekly Motorcycle Newspaper

Charles C. Clayton, President
Bobi Scott, Asst. to the President
Sharon Clayton, Publisher
Caroline Gendry, Secretary to the Publisher

Advertising
Jim Ryan, Sales Manager. Larry Little, Sales Manager. Margot Bergman, Sales Manager. Chris Kolbet, Assistant.

Editorial
Charles Morey, Managing Editor. Dale Brown, Editor. Brian George, Assistant Editor.

Graphics and Production
Sue Morey, Jan Gill, Production. Marion Hatashita, Pat Phillips, Typography. Dennis Greene, Laboratory.

Accounting
Mike Klinger, Manager. Jeanne Hammond, Accts. Receivable. Natalie Magee, Asst. Accts. Receivable, Juanita Blanton, Holly Hale, Collection and Credit.

Circulation
Rheba Smith, Manager. Debbie Drayden, Patricia DePasquale, Sherry Kaufman, Sandye McKay, Assistants.

Services and Support
Pat Cardenas, Receptionist. Ginny Harper, Want Ads. Jim Pisaretz, S&S.

West
2201 Cherry Ave., Long Beach, CA
P.O. Box 498, Long Beach, CA 90801
(213) 427-7433; L.A. Line 636-8844.

East
4190 First Ave., Tucker, GA, P.O. Box 805, Tucker, GA 30084.
(404) 934-7850.

Subscription
One year, second class mail, $15; two years, second class mail, $27; three years, second class mail, $37.50.

Copyright® Cycle News, Inc. 1978. Trademark Cycle News registered U.S. Patent Office. All rights reserved. Published weekly except the first and last week of the calendar year by Cycle News, Inc., P.O. Box 498, Long Beach, California. Second class postage paid at Long Beach, CA 90801. Cycle News welcomes unsolicited editorial material including stories, cartoons, photos, etc. Such material, if published, becomes the exclusive copyright property of Cycle News. Such accepted material is subject to revision as is necessary in the sole discretion of Cycle News. Unsolicited material which is not used will be returned if accompanied by a self-addressed stamped envelope. All unsolicited material will be handled with reasonable care, however, Cycle News assumes no responsibility for the safety, loss or damage to such material. Reprinting in whole or part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801.

ON THE FRONT PAGE: Camel Pro title contender Steve Eklund gets it slideways for the camera in this week's bit of graphic wizardry. Check p. 8 for the latest Camel Pro race at Harrington.

INSIDE

MOTOCROSS: Hannah undefeated, Croft copies in 500 6
Wise wins Super-Motocross Molson 16
Watanabe retains points lead in Germany 20
HALF MILE: Springer, Boody, Keener lead Harrington H-D sweep 8
DESERT: Wallingsford/Harden win Baja pressure cooker 12
Malocco Midasizes, Balentine blitzes local scene 18
INTERVIEW: Kenny Roberts raps about racing in Europe 14
SPEEDWAY: Schwartz finally gets his win 22
MACHINERY: Taking a look at the Bel-Ray USGP bikes 24
WESTERN HOTLINE: The way the West was won 26
NORTHERN DATELINE: Boy, they do a lot of stuff up there 32
CENTRAL PIPELINE: Englund smashes Denver's first indoor motocross 36
RESULTS: And the winner is 38

VOICES

No more Lee at AME

For business reasons, I will no longer be able to cover races for American Motocross Enterprises.

I wanted to say thank you to the riders and their families for the support and friendship they've shown me and my family. Greg will race whenever he has a chance, and we look forward to staying in touch with all of you. Please let me know if I can help in any way regarding pictures and negatives I might have.

I especially want to thank *Cycle News* and Dale Brown for constant support and valuable feedback.

I wish American Motocross Enterprises nothing but the best, and with the right priorities given precedence, there should be no end to their growth and success. Our love to all of you!

LEE TAYLOR, GREG, AND KEVIN
Valencia, CA

Poetic partspersons protest

The papers enclosed as you can see,
Were battered and torn and to hard to read,
So please make a note as you read this letter,
To package your *Cycle News* a little bit better!

RICK & DALE (Parts)
Lynwood Yamaha, Inc.
Lynwood, WA

Sorry, guys. We've asked the post office workers not to run over your Cycle News package with a truck next time. Should help . . . Editor.

In memory of Gavilan

Many of us here in southern Califoria remember a great place for dirt riding called Gavilan Hills with acres of grassy hillsides, some rocky trails, tree-covered meadows that allowed family picnicking, some waterholes, even some good four-wheeling. The best part was, it was free.

We all respected that area, bringing in our own trash cans and always cleaning up after a good day's ride. Gavilan Hills was private property, but the "Written Permission in Hand" rule was never enforced. I guess we were too far from anyone for them to complain.

Even though we had to drive a rough dirt road through a bird and wildlife sanctuary that bordered the riding area, every kind of bike and rider knew the score and pitched in to keep it safe and clean.

Then one day survey markers appeared. We all know what woud follow: Development, civilization, people, complaints and the loss of yet another area. I haven't been to Gavilan since, but I heard something about it that makes me cringe.

Over Memorial Day weekend, Gavilan Hills and the surroundng area was destroyed by a 700-acre brush fire. It lasted several days, took 150 fire fighters and wiped out some of the prettiest, if not best riding in southern California.

How did this destruction come to pass? Unauthorized off-roaders? Renegade bikers? No! A damn tractor without a spark arrestor. The irony— a tractor, that bastion of civilization and progress. No one will remember that. You can bet they'll recall the numerous bikes and assume we had something to do with that fire. Guilty by association.

I hope the message is clear. Bikers, protect your rights, all of them, no matter how frustrating it may sometimes seem.

LARRY V. CECHIN
Huntington Beach, CA

More Camel Pro coverage

I would like to reinforce the letters of Robert Duncan and Steve Buxton in their request for more AMA Grand National Championship/Camel Pro Series coverage. In my way of thinking, the Grand National is and always has been the premiere motorcycle series in the U.S.

Like Robert Duncan, I too was a subscriber to *Motorcycle Weekly* because of their excellent National coverage and point standing chart, the type of coverage the series deserves. Now that *MCW* is (apparently) gone, I am relying on *Cycle News* to keep me informed. Hopefully our letters will encourage more detailed reporting of the series.

Features on past racers and what they are doing now would also be interesting.

For all this criticism, let me compliment you on your World Championship Road Racing Series reports by Chris Carter.

TERRY DENTON
Valley Center, CA

Speedway standpoint

I would like to direct this letter to two different groups involved with speedway racing in southern California, the promoters and the riders.

First, to the riders who can't seem to get their act together: As members of the Speedway Racing Association, last year you had a chance to stick together as professional racers and demand some changes from the promoters. Again this year, you have a chance to stick together; there is a new track open that is willing to meet these demands. But when scare tactics were applied ($500 fine), they worked.

I'm all for the expansion of the speedway racing circuit as well as others, but at this rate, I can hardly expect any progress. Remember, you are the ones the spectators pay to see, not the promoters.

The second group is the promoters, mainly Harry Oxley. Your implication is that you cannot afford to incorporate any of the changes into your program such as a 10% increase in overage money, an increase in the purse and an increase in the insurance coverage. I'm sure you've noticed a considerable increase in the cost of living in the past few years. I don't have to tell you that the same goes for racing.

My question is this: Why, if you can't afford to comply with these increases, are you penalizing any rider $500 if he takes it upon himself to make extra money by riding this new track?

I would like to see Mr. Oxley respond and answer my question publicly so that we all can see just exactly what his standpoint is.

KEITH BRADFORD
Buena Park, CA

Starr struck

I wish to give you hearty thanks for the attention you brought to our filming project at the CRC Tenderfoot Enduro this past weekend. We had a goodly number of people who braved the excessive heat and stuck it out until we had completed our "people across the desert" sequence.

I screened the footage today, and I am very pleased. We got everything that we anticipated and needed.

Please give a special thanks to all who turned up; they really were a great bunch of "weekend warriors". Jerry McNeal of CRC also deserves a pat on the back for organizing such a first class family event.

Thank you all, and see you at the premiere!

PETER STARR
Los Angeles, CA

Next Week
Special preview issue: Superbowl of Motocross

Cycle Tours, Inc.

proudly presents

"An International Racing Adventure"

An exciting opportunity to tour: Germany, Sweden, Belgium, & Britain with other cycle enthusiasts and famous personalities from the world of cycling - custom designed & fully escorted.

Tour I

Aug. 30th to Sept. 14th 15 days/14 nights
Visiting Germany - Sweden - Belgium - Britain
- **Motocross des Nations**
- **International Six Days Trial (in part)**
- **Trophee des Nations**

Tour price $1859 per person from New York-based upon double occupancy-add on charges from your home town-single supplement $139.

Tour II

Aug. 31st to Sept. 15th 15 days/14 nights
Visiting Denmark - Sweden - Britain
- **International Six Days Trial**

Tour price $1797 per person from New York-add on charges from your home town-single supplement $157.

Highlights & Features included in both tours:
- **Jet air via Scandinavian Airlines - Lufthansa - TWA**
- **First class hotel accommodations**
- **Tour escorted from arrival to departure**
- **Transfers - baggage handling - gratuities - tip**
- **Sightseeing via motorcoach**
- **Welcome & farewell cocktail parties & dinners**
- **Continental breakfast daily**
- **Tickets to races**
- **Trip cancellation insurance**

Register Early — space limited to 40 persons on each tour

A deposit of $150 per person is required — reservations will be confirmed in the order that they are received. DEADLINE for sign-up and full payment due on or before June 15, 1978.

TOUR APPLICATION

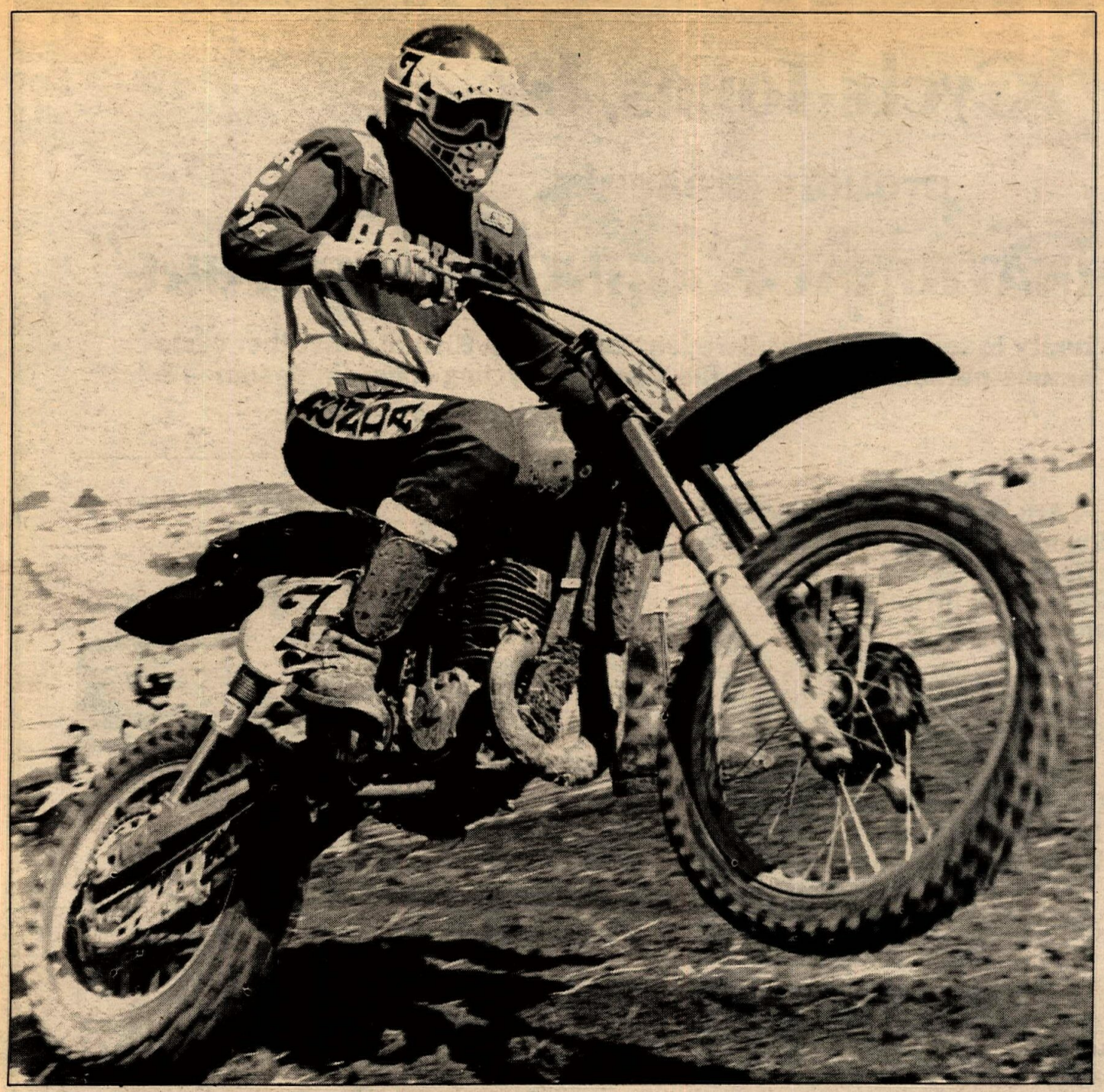
Please reserve my space on Tour #1_____ Tour #2_____
Enclosed please find $_____ as deposit or $_____ as payment in full.
Please reserve space for _____ persons.
Make checks payable to Cycle Tours, Inc.
single supplement $_____

Full name_____
Address_____
City_____ State_____ Zip_____
Phone_____

For additional information write or call Marti at

Cycle Tours, Inc.

10176 Mason Ave. Chatsworth, CA 91311 213-886-1966



Team Honda's Tommy "Tomahawk" Croft whipped his Alan Hahn-tuned RC450 to a 1-3 overall victory in the Sears Point International Raceway 500cc National class.

AMA/Mr. PiBB 250/500cc National Championship MX Series — Rounds 7/2

Hannah's no-ho-hum 250, Croft/Smith 1-2 500s

By Charles Morey

SONOMA, CA, JUNE 11

Unlike recent rounds of the AMA/Mr. PiBB 250cc National Championship MX Series that were dominated by Team Yamaha's Bob "Hurricane" Hannah, the Sears Point International Raceway event presented by Kawasaki saw Hannah having to work hard to earn his place at the front. Hannah's 1-3 finishing position on the Keith McCarty-tuned works Yamaha and the memory of an extra-intense afternoon of bar-bumping motocross bear witness to that statement.

In the 500cc National segment of the AMA/Mr. PiBB/Sears Point/Kawasaki program, Team Honda's Tommy Croft put in an identical (to Hannah's) 1-3 winning performance on his Alan Hahn-tuned RC450 factory MXer.

Backing up his Honda teammate's victory was AMA 500cc National Champion Marty Smith who registered a 4-2 total, narrowly edging Yamaha teamster Mike Bell's 3-4. Fourth was Bassett Racing Products rider Rex Staten with a 2-5. Yamaha's Ricky Burgett rounded out the top five with a no-point first moto and a first place in the second forty-minute-plus-two-laps race.

Runner-up behind Hannah was Team Kawasaki's professional P.R. person "Jammin' Jimmy" Weinert who led a hard-charging 250cc contingent with a 3-2 finishing score. Third through fifth went to Honda's Jimmy Ellis with a 2-4, Husqvarna's Chuck Sun with a 4-5 and Yamaha's Pierre Karsmakers with a 5-7.

250cc National

Spectators who may have anticipated a ho-hum 250cc race were rudely awakened when, at the start of the first moto, Husky's Chuck Sun took the lead from Hannah — the expected easy winner — as the eighty-wheeled avalanche roared through turn one. Kawasaki's Jimmy Weinert was making mean green noises with his Rick Jones-tuned bike, searching for a chance to jam past the leader. Following closely were Honda's Marty Tripes, Wheelsmith's Jeff Jennings, Honda-mounted Greg Theiss, Yamaha's Bob Hannah and Honda's Jimmy Ellis. Rounding out the top ten on the opening lap were Pierre Karsmakers, Kent Howerton and Dennis Brand.

Tripes was geared to go. He overtook Weinert, then aimed his half-works, half-stock 250cc Honda at Sun. Chuck, under pressure from Marty, went a hairbreadth wide on one of the tricky Sears Point off-camber turns, and Tripes slipped in under. He'd barely begun to enjoy his out-front spot, however, when the bike threw its chain; he was unable to finish the moto.

Mechanic Merle Anderson would exchange the works alloy swingarm for a standard CR250-R unit between motos.

"We went to the stock steel swingarm, and the chain didn't come off," Tripes would state at the day's end. "From now on it's all stock — only the magnesium centercases are RC (factory), and we're using Fox AirShox."

Ten minutes into the race, a fender-fracturing five-way fight for the lead had developed. Sun still held the point position, but he was left no room for error as Weinert, Hannah, Jennings and Ellis held their throttles to the stops in all-out efforts to take command.

Two minutes later, Hannah out-jammed The Jammer and moved into second to harrass Sun. But then, surprisingly to those who anticipated the familiar Hannah take-over-and-run-away tactic, Sun not only maintained his lead, but Jennings passed Hannah for second place!

As Sun circulated a couple seconds ahead, Weinert and Ellis closed on the Jennings/Hannah duel. Near the fifteen minute mark, Ellis overtook Weinert for fourth.

Within the next five minutes, near the halfway point in the moto, Hannah attempted to pass Jennings' Wayne Mooradian-tuned Wheelsmith Maico, got tangled up and let Ellis past into third. Seconds later, Ellis found a weak spot in Jennings' game plan and moved his Honda into second place.

Two laps later, "Captain Cobalt" Ellis made his all-out attack on Chuck Sun stick as he squeezed past into the lead. Hannah closed quickly — he'd been pushing Ellis after overtaking Jennings almost immediately — and passed Sun a few seconds later. Then the Hurricane aimed for Ellis.

Hannah rode up to Ellis, placing his front axle in line with Ellis' rear, picked an inside line and slipped under. The tight line on that turn forced Hannah wide on the next one, and Ellis returned the pass. Then Ellis found himself in the wrong line, and Hannah grabbed the lead again! The pair swapped the lead back and forth through the Sears Point switchbacks leaving no room for error from either rider.

Then Jimmy Ellis stalled the Honda in a turn, and he dropped back restarting, giving Hannah some breathing room. By then the two were well ahead of a fierce duel between Sun and Weinert as Chuck tried to hold back The Jammer.

Near the 35-minute mark, Hannah still led with Ellis gradually regaining lost seconds, slowly reeling in the leader. Sun still held off the persistent Weinert.

But Pierre Karsmakers had decided to dial it on. Karsmakers was absolutely flying! In the closing laps, he caught up with the Sun/Weinert fight and joined in.

When the time ran out, Hannah still held a fair lead on second placer Ellis. The Sun/Weinert/Karsmakers struggle wound down with Weinert finally winning out for third; Sun held fourth; Karsmakers had to settle for fifth after an excellent effort. Rounding out the top ten were Jeff

Jennings, Jim Pomeroy, Kent Howerton, Greg Theiss and John Savitski.

Round two started off with Chuck Sun once again wicking the Eric Crippa-tuned Husqvarna into the lead, this time with Pierre Karsmakers, Bob Hannah and Jimmy Weinert breathing down his neck. On the opening lap, Sun established a short lead, but The Jammer was in second, and pressuring him was a ready-to-race Hurricane Hannah. By the end of the second lap, Weinert had the lead with Sun and Hannah in hot pursuit.

I chose a tire for the hard track," Sun said afterwards, "but then they watered it!" He drifted out in a turn, and Weinert took advantage and slipped in under.

Following the three-way fight for first was another elbow-banger between Pierre Karsmakers and Kent Howerton. Karsmakers ended up tagging a fence, then getting caught in it. He ultimately lost a full minute getting unsnarled and with it, a chance at a placing better than seventh in the moto. Seventh, after such bad luck, was the result of an exceptional recovery ride.

Fifteen minutes into the race, it was Weinert leading Hannah and Sun, the three of them still held together in close formation by the thought of winning.

A second three-way fray had developed several seconds behind the leaders where Kent Howerton held off Marty Tripes and Jimmy Ellis for fourth place.

In three consecutive laps, it was Weinert, Hannah and Sun, then Sun, Hannah and Weinert, then Hannah, Sun and Weinert as the three swapped and diced for the lead.

Then, near the 25-minute mark, Marty Tripes put on a show that outclassed even that three-way swap meet.

"I just didn't care," Marty shrugged, "I was kind of mad. I was beginning to wonder, you know?" Tripes seemed to feel he had nothing to lose, and he rode accordingly.

Within a single lap, he broke loose of Howerton and Ellis, closed on Weinert, passed him for third, then reeled in Sun, passed him for second, then got Hannah. Almost immediately, Tripes put a six-second spread between himself and the others who had been going all out to lead the moto. It was the last any of them saw of Tripes, fired up and still comparatively fresh since he'd ridden only a few laps of the first moto. By the time the two-lap sign came out, Marty had built up a 30-second lead to win the moto easily.

Weinert was next to go for it. Fourth at the 25-minute point, he passed Sun for third by the 30-minute mark, then overtook Hannah in the closing laps and scored a second for the moto. Hannah rolled in third. Jimmy Ellis got around Chuck Sun for fourth place. Kent Howerton, Pierre Karsmakers, Gary Jones and John Savitski followed.

500cc National

Team Yamaha's Rick "Lumberjack" Burgett led the charge of the heavy brigade through lap one with "Rocket Rex" Staten, Steve Stackable, Tommy Croft and Marty Smith in tow.

One and one-half laps into the race, however, Staten had taken over. Burgett went down and out.

"I slid out right before the mudhole," Ricky said, "I went to restart, but the kickstarter wasn't there!" The circlip had come off, and the Yamaha's starter followed. Burgett tried bumpstarting it, but it didn't fire and only left him in the mudhole at the bottom of the hill. Meanwhile, Staten was long gone. Croft and Smith held a closely-knit 2-3 ahead of Stackable while Mike Bell held off Darrell Shultz for fifth.

Ten minutes into the race, Bell fell, stalled his motor and lost four places.

At the 15-minute mark, Staten held a seven second lead over Croft who in turn was five seconds ahead of Smith. Their position sheld firm as they passed the halfway mark, yelling at lapped riders to move out of their way.

Apparently, Croft's yelling held more authority because at the 30-minute point, he had closed on Staten. When Rex was blocked by a slower rider, Croft took over the lead. Staten held onto second place, right on Croft's fender as Smith followed at a distance.

Mike Bell in the meanwhile had started a charge, and at 35 minutes had moved up with Smith. He passed the AMA 500cc National Champ for third, still well behind the Croft/Staten duo. Darrell Shultz held onto fifth until his Maico threw a chain in the final laps.

At the flag, it was Croft, Staten, Bell, Smith, Danny LaPorte and Stackable. Mickey Kessler, Ken Adams, Brian Jodry and Frank Stacy rounded out the top 10.

Once again, Rick Burgett put the Bill West-tuned Yamaha's power to the ground, grabbing the holeshot at the start of the second 500cc National class moto. Again, Rex Staten was right there with Marty Smith, Tommy Croft and Darrell Shultz close behind.

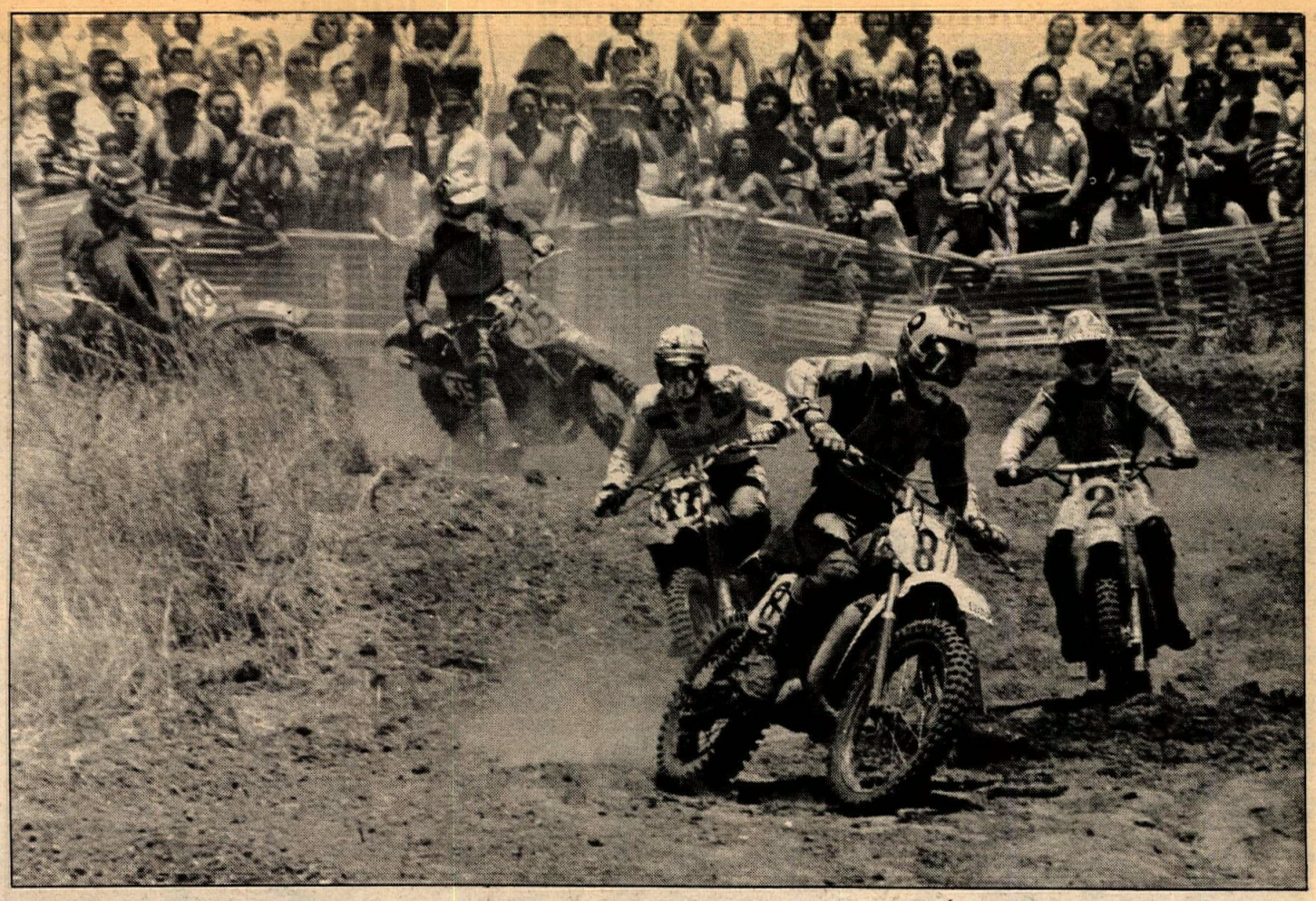
Shultz put the pressure on Croft and passed on the second lap.

By the time four qualifying motos, two consolation motos, two 250cc National motos and one 500cc National race had been completed, the track's mudhole had gotten ridiculously deep in sections. Several riders got stopped completely and ended their afternoon axle-deep in the wet soup.

As the halfway flags came out, Burgett held a 12-second advantage over Staten who was still being hounded by Smith. Croft followed eight seconds back, and behind him was a hard-charging Mike Bell.

Nothing changed among the frontrunners until near the end when everyone put in their last chance attempt at picking up an extra place or two. Burgett maintained his lead for the entire moto, but Staten wasn't as fortunate with his second spot. Smith wicked up his Honda and took over second, and then Croft closed to challenge "Rocket Rex" for third.

"I blew *that!*" said a disgusted Rex Staten. "I went inside Croft on the last lap and fell down!" Staten's crash dumped him from a third or fourth in the moto to a distant fifth behind Mike Bell. Completing the top 10 were Jim Turner, Mickey Boone, Brian Jodry, Goat Breker and Robert Myers. ●



Early in the first 250cc National moto, no fewer than five riders were goin' for the lead. Chuck Sun (8) leads Bob Hannah (2), Jimmy Weinert (17), Jeff Jennings (35) and Jimmy Ellis.

The mudhole trapped a few, but Rex Staten (16) and Marty Smith (1) got through to place fourth and second, respectively.

Results

250cc NATIONAL: 1. Bob Hannah 1-3 (Yam); 2. Jim Weinert 3-2 (Kaw); 3. Jimmy Ellis 2-4 (Hon); 4. Chuck Sun 4-5 (Hus); 5. Pierre Karsmakers 5-7 (Yam); 6. Kent Howerton 8-6 (Suz); 7. Jeff Jennings 6-11 (Mai); 8. Marty Tripes *-1 (Hon); 9. John Savitski 10-9 (Yam); 10. Gary Jones 12-8 (Amx); 11. Greg Theiss 9-15 (Hon); 12. Michael Loeffler 14-12 (Hus); 13. Monte Anderson 15-13 (Hon); 14. Jim Pomeroy 7-* (Hon); 15. Ed Jones 17-14 (Hon); 16. Parry Klassen *-11 (Mai); 17. Billy Grossi 11-* (Car); 18. Roger Jones 18-16 (Yam); 19. Dennis Brand 13-* (Mai); 20. Randall Losh 16-* (Mai).

500cc NATIONAL: 1. Tommy Croft 1-3 (Hon); 2. Marty Smith 4-2 (Hon); 3. Mike Bell 3-4 (Yam); 4. Rex Staten 2-5 (Yam); 5. Rick Burgett *-1 (Yam); 6. Brian Jodry 9-8 (Mai); 7. Danny LaPorte 5-12 (Suz); 8. Frank Stacy 10-11 (KTM); 9. Mickey Boone 17-7 (Suz); 10. Robert Myers 14-10 (Mai); 11. Gary Semics 11-13 (C-A); 12. Jim Turner 19- 6 (Hus); 13. Steve Stackable 6-20 (Kaw); 14. Mickey Kessler 7-* (Yam); 15. Ken Adams 8-* (Mai); 16. Goat Breker *-9 (Hus); 17. Tony Summey 12-18 (Yam); 18. Frank Gallo 18-14 (KTM); 19. Wayne Boyer 15-17 (Suz); 20. Tony DiStefano 13-* (Suz).

*Denotes a placing outside the top 20.

AMA/MR. PiBB 250cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Bob Hannah (338); 2. Jimmy Ellis (221); 3. Pierre Karsmakers (213); 4. Chuck Sun (211); 5. Jim Pomeroy (197); 6. Jimmy Weinert (195); 7. John Savitski (161); 8. Rich Eierstedt (140); 9. Greg Theiss (129); 10. Kent Howerton (126).

AMA/MR. PiBB 500cc NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Tommy Croft (82); 2. Danny LaPorte (75); 3. Rex Staten (71); 4. Marty Smith (68); 5. (Tie) Mike Bell/Rick Burgett (58); 7. Steve Stackable (46); 8. Gary Semics (40); 9. Mickey Kessler (36); 10. Mickey Boone (34).

The Harrington winner's circle. Corky Keener (left) and Springer get their champagne ready while Boody lets his fly.

AMA Grand National Championship/Camel Pro Series — Round eight

Three in a row for Springer in H-D's Harrington sweep

By Gary Van Voorhis

HARRINGTON, DE, JUNE 10

Jay Springsteen, Ted Boody and Corky Keener aced out the competition in the Fourth Annual Full House Classic half mile at the Delaware State Fairgrounds Saturday night and made the winner's circle celebration and exclusive Team Harley-Davidson affair.

For defending Grand National Champion Jay Springsteen the win marked his third straight in American Motorcyclist Association Grand National Championship/Camel Pro Series action and saw him move into a commanding 30-point lead over Steve Eklund (111-81).

For Boody, who won last year's Harrington event, his second second place finish marked a return to form of the number two-ranked rider in the nation.

"I shaved my beard off this week," said Keener. "I need a change in luck." Keener got his wish with his third-place finish, although what he really wanted was to win to break an almost two-year drought of being close, but not close enough.

Mike Kidd and Hank Scott rounded out the top five on a track where passing, unless someone made a mistake, was almost non-existent.

A very off-form Gary Scott was a spectator for the National. Scott, with a fifth in his heat and a third in the semi, was extremely disappointed in his performance. "It was one of those times where nothing seemed to click."

Time Trials

Although Steve Eklund professes not to like eastern tracks, he did like Harrington. Eklund twisted his throttle on the Zanotti Enterprises Harley for a 25.923 second clocking to post fast time and become the only rider to break the 25 second barrier. Garth Brow, Keener, Springsteen and Boody rounded out the top five. Qualifying at Harrington was not a do-or-die situation since only 46 riders turned up to vie for the 48 qualifying spots. Mike Boyes of Tacoma, WA had the dubious honor of being the final qualifier.

Heats

In all but heat one, starting on the pole was a sure ticket to victory. Fast qualifier Eklund was away quickly at the start of the first heat, but Boody was quicker. The pair ran one-two through the 10 laps with Eklund making a late charge that fell short. Skip Aksland topped a duel with Terry Poovey and Gary Scott for third.

Brow, after holding off early laps challenges by Kidd in heat two, scored an easy victory. Rickey Campbell had the crowd on its collective feet with a super ride through the pack to a third place finish. Triumph-mounted Campbell made up for a lack of horsepower by a fantastic display of riding in the corners that had the Harley-Davidson riders eating their hearts out. Campbell's aggressive style almost carried him past Kidd at the flag.

Corky Keener didn't wait for anyone in heat three. Keener split at the green light, leaving the crowd to sort itself out. Joey Purdue held an early second place only to be dropped to third by Kenny McDonald. Hank Scott then moved into the action dropping Purdue to fourth and then taking McDonald's second place in the closing laps. Purdue tried, but couldn't work his way back past McDonald.

The final heat of the night was all Springsteen's. Jay finished with a comfortable lead despite a rear tire that was going flat in the final four laps. The race was for second place where Alan Loughead held the advantage for eight laps only to lose it to Billy Crabbe and then Tom Berry in the final two laps. "I made Novice mistakes in the final two laps" said the Pate's H-D-sponsored rider. "I had second, but I blew it."

Semis

The highlight of the evening's racing occurred on the final lap of the first semi. It was a classic show of hard riding and determination in which both riders deserved to be the winner. The see-saw battle between Terry Poovey and Steve Freeman came down to the final 2,640 feet. Poovey and Freeman were wheel-to-wheel and elbow-to-elbow exiting turn two and stayed glued together right through the final turn. In a classic duel to the finish line, the pair tried to occupy the same single line on the track. Freeman was the more aggressive and took the decision.

The final semi saw a good deal of swapping of the lead between Billy Schaeffer and Eddie Lawson after the crowd which had fought for the front running spot in the opening laps sorted itself out. Lawson took final command and the final transfer to the National.

Trophy Race

Billy Schaeffer proved to be the toughest one in the Trophy Race. Schaeffer, riding a bike sponsored by Bel-Ray, Schaeffer's H-D and Corky Keener, outdistanced Terry Poovey and Scott Pearson for the victory. Poovey and Pearson were locked in a tight duel for second place which Poovey won on the eighth lap.

'I felt I rode good," said Schaeffer later, "but I wish the rider had come in the National."

National

Ted Boody, via his fast heat win, chose the outside (grandstand) pole position for the start of the 20-lap National. The track, which was groomed once after the end of the heat races, had turned into a rather narrow

groove. A deep cushion had developed above the groove and there was debate on how long a rider could thrash around up there before dropping to the lower — and quite slick — groove.

Mike Kidd, plagued by mid-pack starts in recent weeks, decided to "try a little harder for a good start." Depending on which rider you listened to after the race, Kidd either read the starting lights superbly or put a bike length on the field before the green light came on. In any case, as Kidd said later, "The lead lasted until turn two where Boody and Springer blew past me."

Keener had locked himself right on Kidd's rear tire on the opening lap and zipped past on lap two to set the top four spots although the battle between Springer and Boody wouldn't be settled until lap 11.

Hank Scott and Skip Aksland moved into the next two spots with Kenny McDonald making a valiant charge on the high line to seventh. One lap later McDonald's brake line split and he spent the rest of the race slipping back toward 12th.

Rickey Campbell was bringing up the rear due to a starting line incident in which he and Tom Berry crashed together leaving Campbell 100 yards behind at the start. Campbell turned the wick up and finished 10th.

Steve Eklund was also a victim of the start. "I'm bummed," said Eklund afterwards. "I try to play by the book and make a clean start like we are supposed to. Heck, you can't win if everyone else on the starting line is cheating except yourself." Eklund was floundering in ninth on lap six.

The Boody/Springer battle had drawn away from the rest of the field by lap six with Springer probing Boody at every chance while looking for the best way around.

Meanwhile, Boody had changed his line to take the advantage away from Springer. Or so he thought. "Boody took my line so I had to find another way around," said Springer. "But my (front) tire was sticking better on the groove than his and I was able to change the line again and make it work."

By the halfway point Springer was on Boody's rear wheel. One lap later Springer held off his braking and went into turn one high and then dove down onto the groove squeezing Body out of the lead for good.

Two laps earlier Brow had joined the battle for sixth and had gotten around Aksland with Eklund soon following. Front tire choice was later given by many riders as the reason for success or failure. A slip on the groove meant — hopefully — only one lost position. Although for some, it was more.

The top five were set by lap 15 although Kidd made a move on Keener and there was plenty of activity between Brow, Eklund and Aksland.

"Team Michigan swoops the troops," shouted a jubilant Springer as he sprayed champagne on everyone. "I'll be gunning for number four at Columbus, you can bet on that." ●

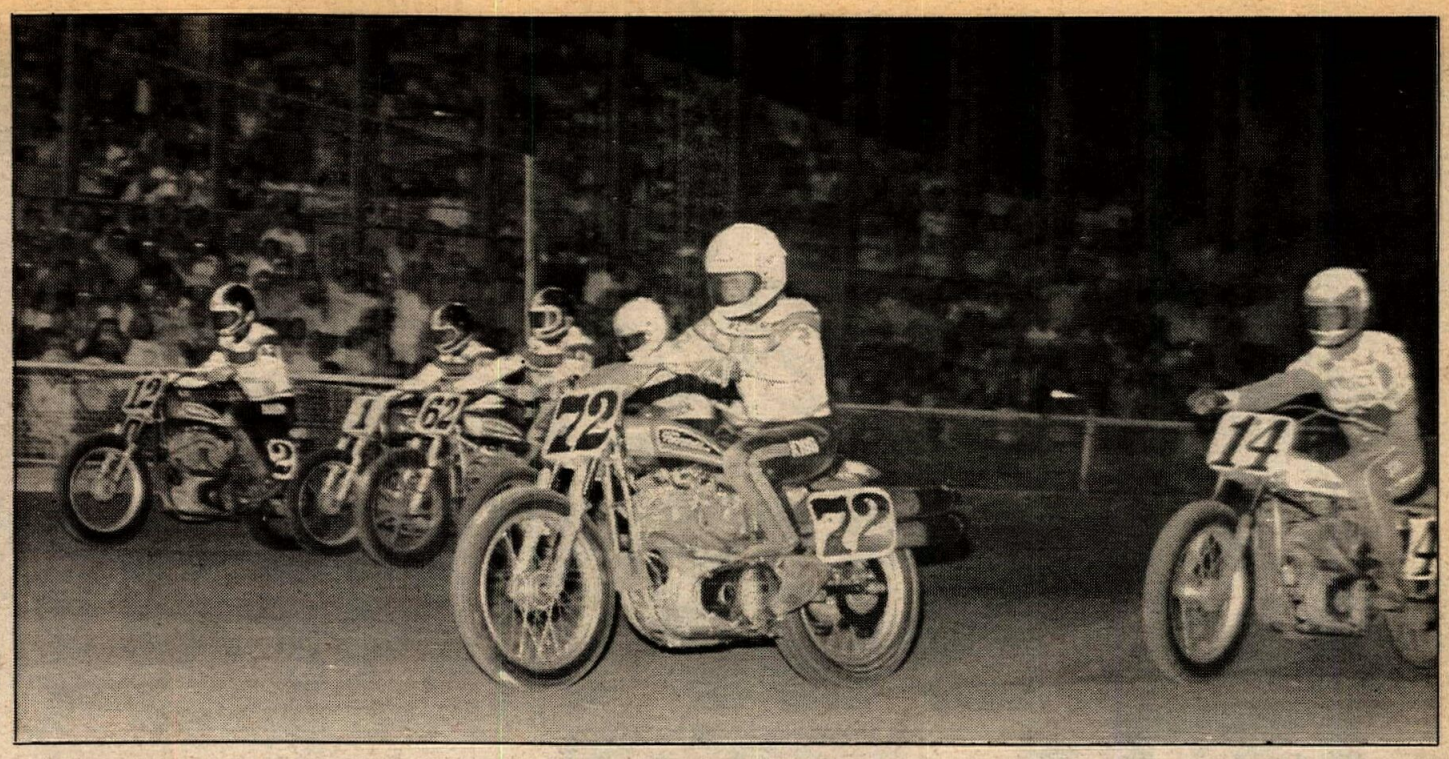
Results

20-LAP AMA CAMEL PRO SERIES FULL HOUSE CLASSIC: 1. Jay Springsteen (H-D); 2. Ted Boody (H-D); 3. Corky Keener (H-D); 4. Mike Kidd (H-D); 5. Hank Scott (H-D); 6. Garth Brow (H-D); 7. Steve Eklund (H-D); 8. Skip Aksland (H-D); 9. Steve Freeman (H-D); 10. Rickey Campbell (Tri); 11. William Crabbe (H-D); 12. Kenny McDonald (H-D); 13. Eddie Lawson (Yam); 14. Tom Berry (H-D).
Time: 8:59.107.

12-LAP EXPERT TROPHY RACE: 1. Billy Schaffer (H-D); 2. Terry Poovey (H-D); 3. Scott Pearson (H-D); 4. Chuck Palmgren (H-D); 5. Mark Cox (H-D); 6. Alan Ritchel (H-D); 7. Randy Raker (H-D); 8. Jim Mertens (H-D); 9. Gary Scott (H-D); 10. Dave Sehl (H-D).
Time: 5:33.154.

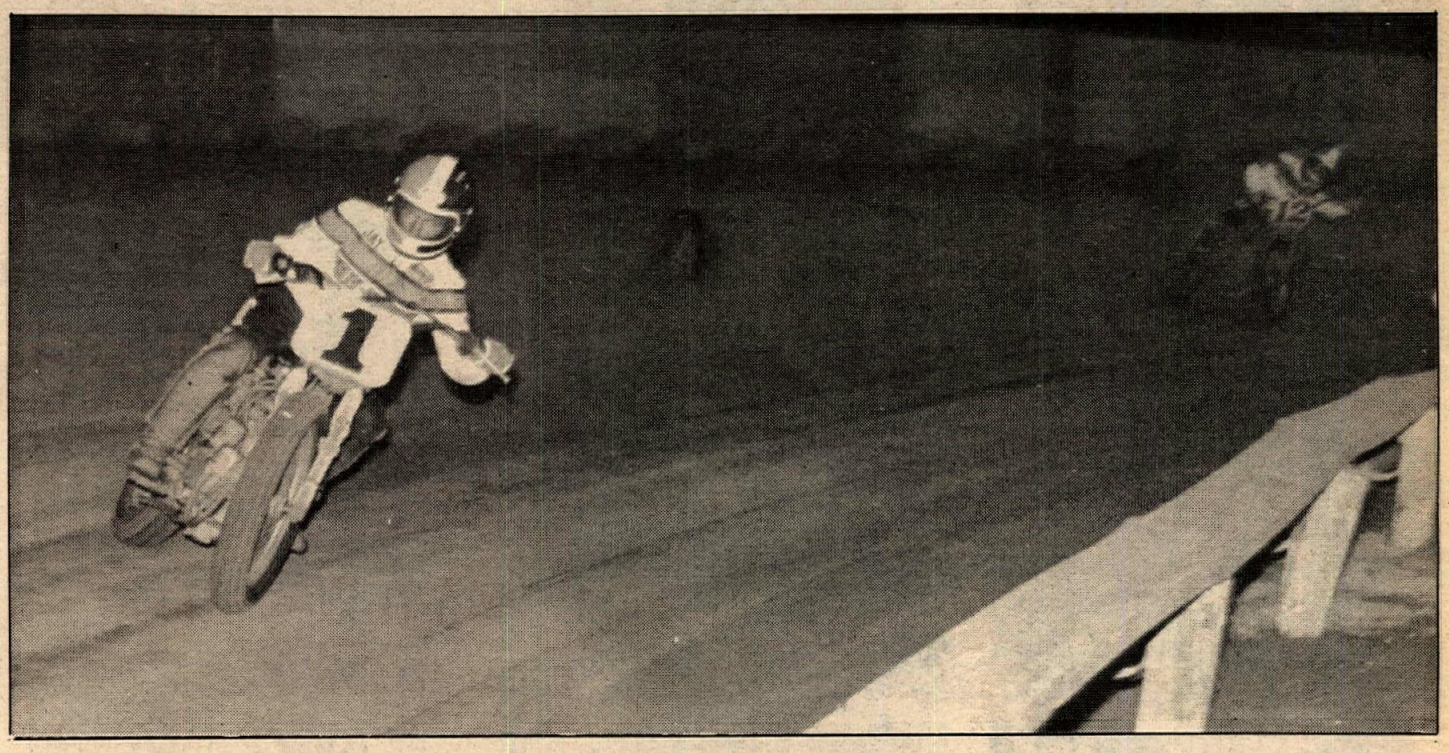
CAMEL PRO SERIES POINT STANDINGS: 1. Jay Springsteen 111; 2. Steve Eklund 81; 3. Skip Aksland 75; 4. Garth Brow 64; 5. Ted Boody 59; 6. Gary Scott 45; 7. Hank Scott 41; 8. Mike Kidd 35; 9. Alex Jorgensen 32; 10. Terry Poovey 31.

MANUFACTURER'S POINT STANDINGS: 1. Harley-Davidson 125; 2. Yamaha 71; 3. Triumph 36; 4. Norton 26; 5. Bultaco 13; 6. Ossa 11; 7. Kawasaki 10; 8. BSA 9; 9. KTM 8.

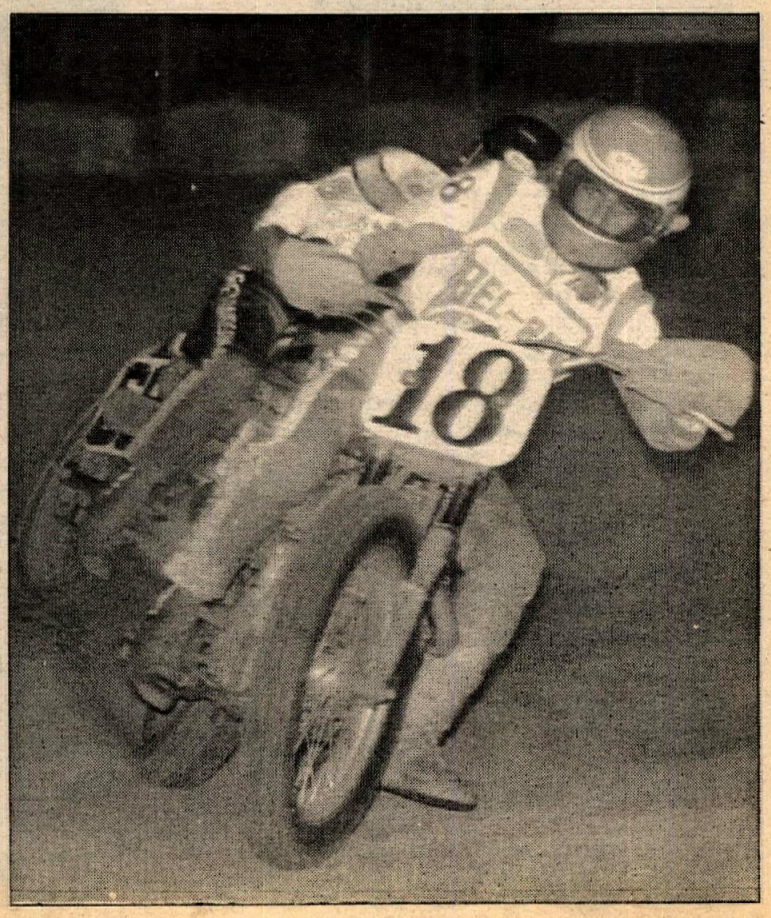


Mike Kidd (72) grabs a heckuva holeshot in the National. Still on the line are Ted Boody (12), Jay Springsteen (1), Corky Keener (62), and Hank Scott (14).

Springsteen puts distance on Ted Boody after Ted led for the first 11 laps. It was Springer's third-straight win and Boody's second-straight top three finish.



(Below left) Boody and Eklund battled in the first heat with Ted taking the win. (Below right) Terry Poovey (18) and Steve Freeman (behind Poovey) had an elbow-to-elbow duel in the first semi. Freeman won.



SUPERSTARS $5

106 FM KWEST ANNOUNCES

Coca-Cola Bottlers

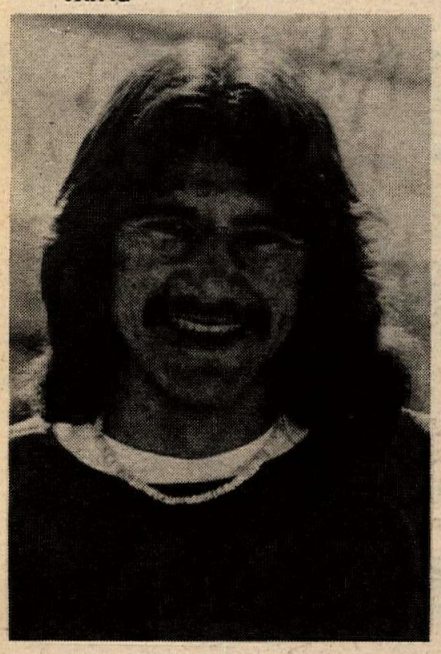
AT T

SUPERBOWL OF M

LOS ANGELES CO

The greatest duel in the history of SUPERCROSS. Marty Tripes, behind by only 3 points, says "It's my track design and I'm going to win it."

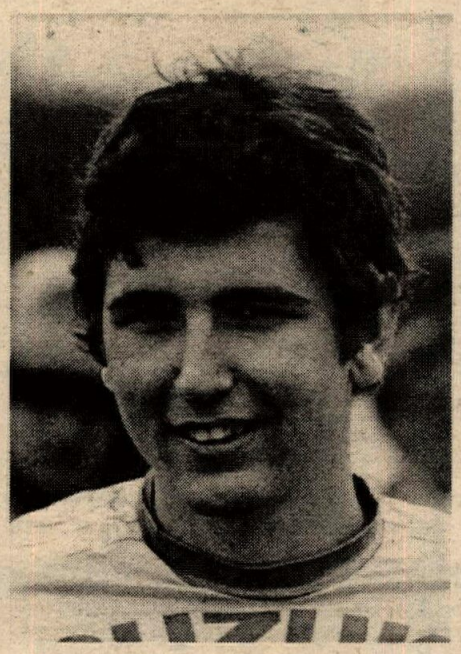
GATES OPEN 4pm
ENTER EARLYAND
SEE THE STARS
PRACTICE AT 5pm



Tommy Croft — Team Honda

With a solid fourth place going into tonight's race, Croft needs a win to bring him into the limelight (riding with the other superstars of Team Honda will overshadow just about anyone!). In 1977 he finished in the top five of the 250cc Nationals, the 500cc Nationals and the Trans-AMA series — against the best Europe has to offer. With the kind of dedication and drive Tommy has, he's sure to be a top finisher!

Age: 21; height: 6'2"; weight: 165 lbs.; single; San Diego, California.



Tony "D" DiStefano — Team Suzuki

Tony "D" is known as the master of 250cc national championship competition completely dominating the series and claiming the title in 1975, 1976, and 1977. He was chosen by the AMA as the 1977 Athlete of the Year. His consistency and dedication are primary assets on these tight, stadium tracks. When Tony gets up front, he knows how to keep the other guys behind — he *hates* being in second place.

Age: 21; height: 6'; weight 200 lbs.; single; Morrisville, Pennsylvania.

"THE JAMMER" JIMMY WEINERT—TEAM KAWASAKI

"The Jammer" is a seasoned veteran of the motocross circuit. listed among his credits are the 1974 and 1975 500cc championship titles and the 1976 Supercross crown. The 1978 season has been a little slow for the Jammer---he told our staff he would do almost anything to catch the checkered flag first. You see, he's the defending champion here tonight and chomping at the bit for back-to-back victories. His go-for-it style of riding and ability to come back after what seems to be unsurmountable odds will probably rocket Weinert right to the front of the pack. Watch for the Good Times Green Streak!

Age: 26; Height: 5'10"
Weight: 168 lbs.; Single
Laguna Beach, California

Bob "Hurricane" Hannah — Team Yamaha

After breaking his frame in the 1977 SUPERBOWL, "Hurricane" went on to be crowned the 1977 Supercross champ in only his second year with Team Yamaha. This year, after a slow start, he has won an incredible 21 *consecutive* motos — a tradition he began in 1977 by winning an unprecedented six out of 10 races to garner that Supercross title. Hannah is fast, fearless, and fresh from his win in New Orleans., making him the odds-on favorite before the gate drops. "Hurricane" Hannah's three point lead in the $360,000 Supercross Series gives him $360,000 good reasons to win tonight's SUPERBOWL classic. Should he allow Tripes the win, the two would ge tied in the series going into the MOTOCROSS FINALS in November. Hannah is the man everyone, especially Tripes is out to beat.

Age:21; Height: 5'10"
Weight: 160lbs.; Single; Whitter California

TICKETS NOW AT TICKETRON,
AND MUTUAL AGENCIES. RESE

FOR INFORMATION CA

HONDA GOODYEAR IN·N·OUT BURGER

More Music For Your Money
UNIVERS

0,000 BATTLE

HE

TOYOTA SUPERCROSS SERIES

OTOCROSS VII

SEUM

SATURDAY NIGHT JUNE 24

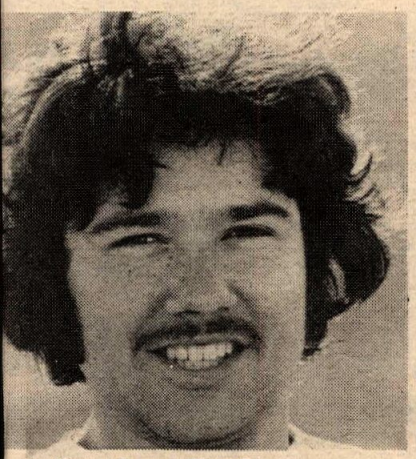
STADIUM MOTORSPORTS

AMA SANCTIONED

SEE BOB CORRELL ATTEMPT A NEW STADIUM KITECYCLE FLIGHT RECORD!

SUPERCROSS SUPERSTARS BATTLE IS NOT AN EMPTY ADAGE. THIS HAS BEEN A WHEEL–TO WHEEL ENCOUNTER THE ENTIRE SEASON. HANNAH TRIPES, ELLIS, HOWERTON, AND MANY OTHERS HAVE TURNED IN FAN–TASTIC RIDES FROM COAST TO COAST IN THE SUPERCROSS SERIES. NOW! IT'S BACK TO LOS ANGELES FOR THE SEVENTH STRAIGHT YEAR AT THE GRAND DADDY OF THEM ALL. THE LARGEST MOTORCYCLE RACE IN NORTH AMERICA.

TRIPES AND ELLIS HAVE WON THE SUPERBOWL TWICE; WEINERT IS THE DEFENDING CHAMP. HANNAH AND SMITH HAVE YET TO ADD SUPERBOWL TO THEIR INCREDIBLE LIST OF RACING VICTORIES. POMEROY HAS BEEN A SUPERBOWL BRIDESMAID. THE LIST GOES ON AND ON IN THE QUEST TO GRAB THE ELUSIVE PRESTIAGIOUS WIN AT THIS CLASSIC, THE COCA–COLA BOTTLERS SUPERBOWL OF MOTO–CROSS. IT'S GUARANTEED TO BE A THREE–HOUR, NON–STOP RACING SPECTACULAR; DON'T MISS THE RACE OF THE SEASON.



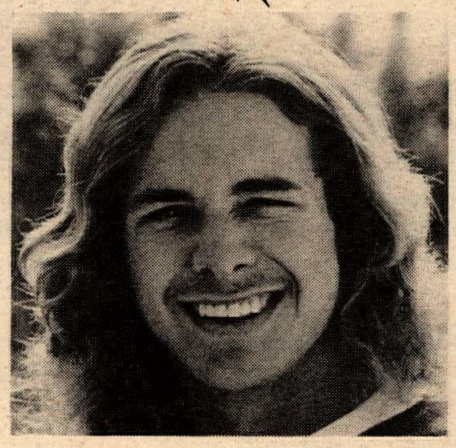
arty "Typhoon" Tripes — am Honda

n 1972, San Diegoan Marty pes astounded the world by nning the premiere SUPER-WL OF MOTOCROSS at the s Angeles Coliseum just one ek after his 16th birthday. He mpletely devastated the sea-ned motocross professionals by eating his incredible victory in 3 aboard a Honda. This year, year-old Tripes is out to take his d SUPERBOWL crown. If he ceeds, he will be the only man history to claim this honor. He also regain the lead in the 0,000 Supercross Series. Many ernational observers believe rty has the most natural talent any rider on the circuit; to ve it, he has been wreaking oc coast to coast as the leader Team Honda's now notorious recking crew." Only three nts behind the series leader fighting all the way, he claims be unstoppable tonight on his Honda CR-250.

ge: 21; height: 5'10"; weight: lbs.; single; Santee, California.

PATING HONDA DEALERS, SEATS AS LOW AS $6.00,

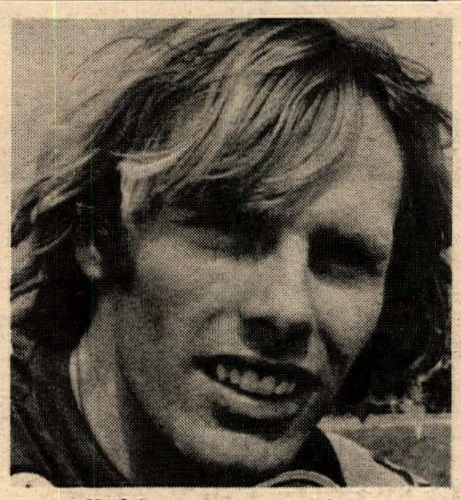
3-748-6131



Marty Smith — Team Honda

Marty has ridden in the SUPER-BOWL since its inception, first competing in the high school competition. He was voted most popular rider, yet he has never won a SUPERBOWL. Last year he was only one second behind Wei-nert and he'll be looking to close the gap on the trophy that has so long eluded him. After a serious injury in the Houston Supercross race, Marty is returning to the series in tonight's premiere event. The young Honda superstar boasts a grand slam in motorcycl-ing wins: victories in all three Nationals classes, a Supercross and a Grand Prix race, one of the win-ningest riders around. Marty was the 1977 500cc champion; and on a good day, no one can get near him on his bright red Honda. Being out of the last five races, Marty will be working even harder for that win tonight — sure to be a top con-tender.

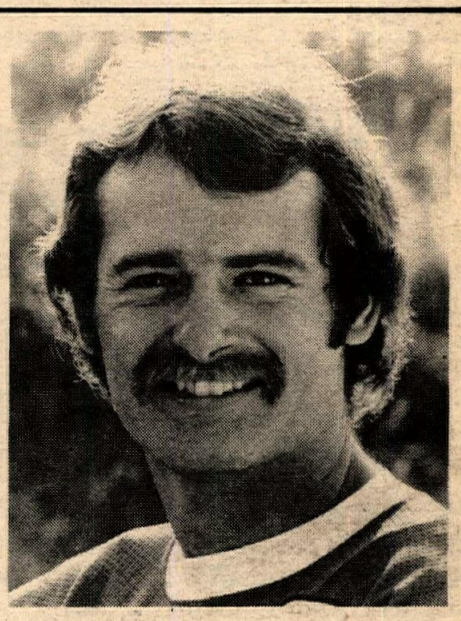
Age: 21; height: 5'11"; weight: 180 lbs.; single; San Diego, Cali-fornia.



Kent "Rhinestone Cowboy" Howerton — Team Suzuki

Kent has joined Team Suzuki this year and has come on strong. The Rhinestone Cowboy has fin-ished consistently in the top posi-tions to give him a firm third place in the series standings. This hard-charging riding is no surprise to anyone who has followed Kent. In his first year of AMA racing, he won the 250 championship. In 1976, he was 500cc champ, and in '77 he proved that his motorcycl-ing prowess was not limited only to motocross by winning the first Olympiad. If you put your money on consistency, bet your hot dog and beer on Kent Howerton to win.

Age: 23; height: 5'7"; weight: 155 lbs.; married; San Antonio, Texas.



Jim "Bimbo" Pomeroy — Team Honda

In 1977, Jim Pomeroy had the SUPERBOWL win sewed up, easy, no problems . . . until the last lap of the FINAL, when he dropped his bike. The SUPERBOWL is no char-ity show and Weinert jumped at the chance to win. Pomeroy was left behind, and he hasn't forgot-ten. He'll be beserko tonight — riding the best way he knows how. Being one of the only Americans to ever win a European Gran Prix race, Jim has a lot of skill and talent. If he can put it together tonight, he'll be a hard one to beat.

Age: 24; height: 6'1", weight: 185 lbs; single; Yakima, Washing-ton.

Y REO

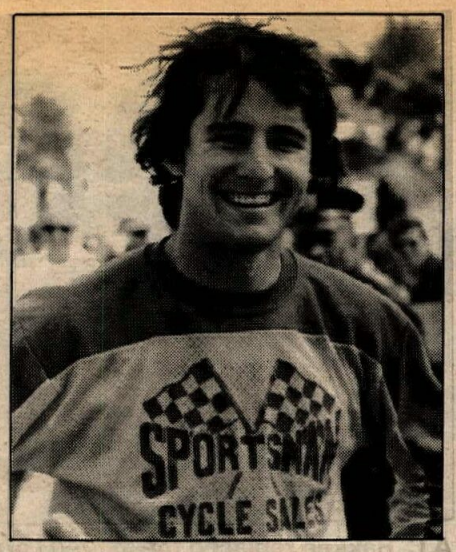
Jim Sutton's SELECT VANS

Malibu GRAND PRIX

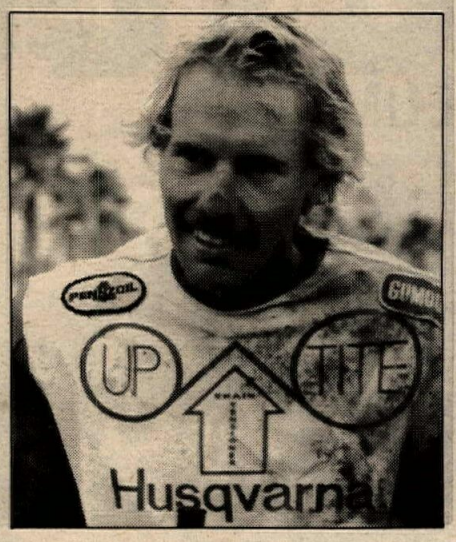
KRW

SCOTT USA

Scot Harden pilots the winning 390 Husqvarna along fireroad near Santa Catarina. Harden and teammate Brent Wallingsford had a flawless ride; finished 10 minutes ahead of runners- up Jack Johnson and A.C. Bakken.



Harden was all smiles at the finish in downtown Ensenada.



Wallingsford smiled as well, despite the heat he'd endured.

Wallingsford/Harden claim win i

By Dale Brown
Photos by Suzie Mann and Dale Brown

ENSENADA, MEXICO, JUNE 10

Brent Wallingsford and Scot Harden teamed on a Nils Ussery-tuned 390 Husqvarna to win the 430-mile SCORE Baja Internacional, leading a 1-2-3 Team Husqvarna sweep. They were followed by the Jack Johnson/A.C. Bakken team and the 250cc Class 21 winning team of Jeff Kaplan and Rick Finger.

Blistering heat — ranging from reported temperatures of between 115 and 135° — on the eastern half of the course between the sandwash on the base of the Summit to the San Matais pass was the real story. The heat caused exhaustion, crashes, and one racer fatality. Pete Heron, 43, of Canoga Park, CA, was found by other racers, down near Tres Pesos. SCORE paramedics evacuated him from the scene by helicopter and transferred him to a fixed-wing aircraft, where he died of heat prostration on the way to a hospital in Brawley. Heron had been riding a Suzuki with his brother, Jim, 53, in Class 38.

Team Husky underwent a change the day before the race when Larry Roeseler, originally scheduled to ride with Johnson, decided not to compete due to an arm injury suffered while competing in the Trask Mountain Two-Day ISDT Qualifier. Roeseler had struck a car late on the second day and injured a muscle in his arm which prevented him from holding onto the bars properly during rough sections, as he discovered while pre-running the course during the week.

A.C. Bakken replaced Roeseler and did an excellent job, considering that his Thursday afternoon arrival only left him time to pre-run between the start and Nuevo Junction, 95 miles down the course.

Class 20 (for 125cc bikes) went to George Erl and Tom Grant, riding a Husky for Erl's Up-Tite Husqvarna. Grant's wife, Dawn, was riding a 250 Husky under Torco Oil sponsorship along with Diane Blauer. Blauer and Erl met for the first time ever while prerunning the course separately, in a head-on collision. Blauer reportedly banged up her wrist while Erl had to replace his forks and a Vesco tank, which had the petcock ripped out during the crash. In addition, Erl went through three ignitions trying to get the bike ready. He ended up impounding the bike at 5:30 a.m. the morning of the race, while most competitors had their bikes to impound by 8:00 the previous evening.

Class 38, for riders 38 years old or over, went for the umpteenth time to Dick Vick and John Watkins, aboard a 390cc Husky. Husky ended up sweeping all four SCORE motorcycle classes.

This year the race started near the middle of town and used city streets, a concrete factory and a wash to leave Ensenada. Once out of town, the course jumped on the main highway leading to San Felipe for five miles to the Pepsi Stand, where the course jumped back onto the dirt and headed for Ojos Negros.

At Ojos Negros, Tom Kelly, riding with Bob Balentine on a KTM Imports-sponsored 400 KTM, was already starting to build a good lead. Following him were the two Husky teams, with Harden chasing Bakken, who started a minute earlier.

Santa Catarina, 15 miles from the pits at Nuevo Junction, where most riders elected to change, found Kelly still building up a solid lead. Harden had gotten around Bakken, but the two were four minutes behind the flying Kelly. Finger had worked his 250cc Husky into fourth overall, followed by the Bel-Ray-sponsored 400cc KTM of Bill Tarling and Bobby Messer.

Balentine took over the lead KTM at Nuevo, but had problems climbing the 4,000-foot Summit. He fell and bent the frame, which deactivated the rear brake rod. Wallingsford and Johnson passed him while he worked on it to no avail. Balentine had the bike seize in a sandwash on the way to Cohabuzo Junction, and they quit for good at San Felipe.

Meanwhile, Johnson had passed Wallingsford in the sandwash and maintained the lead despite falling in a turn near El Chinero.

El Chinero was one of the hottest places around. "By the time I got to El Chinero, I was *beat!*" said Wallingsford later. Harden and Bakken got on at El Chinero and headed for San Felipe, with Harden regaining the lead along the way.

Finger and Kaplan were still leading Class 21, staying ahead of the Bruce Ogilvie/Bob Rutten team on a factory-backed Dale's Modern Cycle Harley-Davidson. Ogilvie rode straight through to El Chinero. Though he got caught in dust early in the race, he later admitted that he just "got beat" by the Finger/Kaplan team.

In Class 20, the team of Chuck and Mike Cartledge, riding a Lechich-tuned Yamaha sponsored by Yamaha of Corona, were leading after a good dice with Scott Pfeiffer and Chuck Miller on a Mission Viejo Yamaha-sponsored machine. Class 38 was already solidly in the hands of Dick Vick and John Watkins.

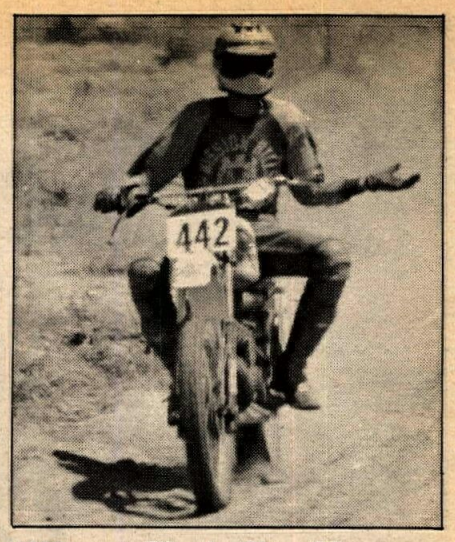
The run from El Chinero was rough, due to a great amount of cross-grain territory and the searing heat. After reaching San Felipe, the easternmost point on the course, the course headed back in a northwest direction towards Diablo Dry Lake and the San Matais Pass.

The heat possibly reached its worst on the highly reflective surface of the dry lake. A.C. Bakken later summed it up, saying "It's like throwing a couple of TV dinners in the oven, leaving them, and then opening up the oven and staring inside for a half hour."

The ride across the dry lake did in Bob Messer, who was riding with Bill Tarling. "By the time I came to the end of the dry lake, which is flat and smooth, I was thrashed," said Messer later. Tarling took over for the

A.C. Bakken replaced the injured Larry Roeseler at the last minute, still rode to second along with Jack Johnson.

George Erl on the class-winning 125cc Husqvarna.



"Where to?" asks Class 21 co-winner Rick Finger.

(Left) Dick Vick guides the Class 38-winning Husky down a Baja fireroad. (Middle) Bob Rutten (shown) and Bruce Ogilvie went fast on the factory Harley, but couldn't catch Kaplan and Finger. (Right) Tom Kelly went like greased lightning early in the race but the bike failed him and Balentine.

Baja pressure cooker

exhausted Messer at San Matais rather than the scheduled change-over point at Valle de Trinidad, another hour or so up the trail.

Harden used his knowledge of the course to open up two or three minutes on Bakken by San Matais. Finger was well back from the two leaders and heading up Rutten, the third-place Class 21 team of Rod Ahlstrom and Leonard Sikorski on a Der Wienerschnitzel-sponsored Yamaha, and the Cartlege brothers' Class 20-leading machine.

The brilliant ride of the Cartlege brothers went down the tubes at Valle de Trinidad with a broken rod. Several teams were in contention for the lead at that point. John Hardwick and Randy Coulter were running well on a Mac Douglas-sponsored Yamaha until the chain came off and locked up in the sprocket at Mike's Sky Ranch. Brent Leckich and Tom Brooks were also doing well on a Yamaha which featured a water-cooled barrel built by Jerry Leckich, but they also had chain problems. The George Erl/Tom Grant Husqvarna had undergone three jetting changes since the start, but the machine was finally running right and Grant had the class lead after Valle de Trinidad. The Pfeiffer/Miller effort lost a lot of time at San Felipe after a hub started breaking up.

Wallingsford took over the lead Husky at Valle de Trinidad and headed for the finish. They had a 10-minute lead over Bakken and Johnson. Johnson tried to make up some of the time but eventually settled down and concentrated on finishing.

Compared to the scorching heat of the desert, Ensenada was cloudy and cool when Wallingsford finished at 3:31 p.m., finishing the race in eight hours, 43 minutes and 16.33 seconds. It was the third straight SCORE win for the pair; the only one they missed was the Mexicali 250, where they did not compete.

Johnson finished 10 minutes later. After the race, Johnson had good words for partner Bakken's performance in the last-minute change. Both of the lead bikes hadn't missed a beat all day. "It ran like a champ," said Harden at the finish.

The third bike in was the Class 21-winning bike of Kaplan and Finger. Kaplan had had chain problems starting at El Rodeo, where the axle bolt came off and threw the chain. The bolt was replaced at the pits. The chain came off again, was put back on, and came off again when Jeff jumped onto the road at Ojos Negros. His pit crew was there and tightened the axle again and re-mounted the chain, which stayed on to the finish.

Rutten was next into the finish, second in class and 10 minutes behind Kaplan and Finger. Bob finished visorless after a slight getoff between El Rodeo and Ojos Negros. Rutten also had to open two gates in the section, which Bob thought "was pretty weird considering I was the fourth bike through." However, the leading Huskys had ridden on the old Baja 1000 course, which had been okayed by Sal Fish. Wallingsford had to open a couple of gates himself.

The next bike in was the Tarling/Messer KTM, which had run out of gas just as Tarling reached his pit at Valle de Trinidad and later had to have the shocks replaced at El Rodeo.

Ahlstrom and Sikorski were the next to finish, and the last to do it in under 10 hours. Sikorski had the bike seize on him twice in the sandwash near Cohabuzo Junction. "I had to pour the water I had with me on the engine," said Sikorski later. They were third in Class 21.

About a half hour later came Kem Park, riding with Tim Fagg on a Mission Hills Motorcycles-sponsored 250cc Husky. Park had a long ride. After going straight through to El Chinero, Park gave the bike to Fagg, who became sick due to the heat and lost 30 minutes in San Felipe. Fagg got the bike to San Matais, where Park got back on and rode to the finish.

Morgan Malocco, the next rider in, also had to do a little bit more than his share of riding. Partner Art Weekly crashed at San Felipe and separated his shoulder. Still, he got the bike to San Matais, where Malocco took over. A pit accident spilled gasoline down his boot later and he rode in misery from the enflamed skin. Their IT 250cc finished fifth in class.

Dick Vick brought the Class 38-winnng Husky in next. Vick and Watkins had a 45-minute advantage over the second place team of Walt Axhelm and Tim Smith (Kaw). Third was the team of Richard Hale and Thumper McDowell on a Husky.

When Class 20 co-winner Tom Grant was asked at the finish how things went, he replied, "Terrible! I almost died out there at Tres Posos."

The Leckich/Brooks Yamaha finished four minutes later to claim second in class. It was the first ride in several years on a 125cc for Tom, who used to terrorize the D-37 desert races on a 125cc DKW. Third in Class 20 went to Casey Folks and Bill Putman on a Husky. The Hardwick/Coulter Yamaha finally got its chain unjammed and finished fourth.

Thirty-five of the 77 starters in the motorcycle classes finished.

The overall win in the four-wheel classes went to every biker's favorite driver, Malcolm Smith, who teamed up with Bud Feldkamp to complete the course in 10 and a half hours, despite going most of the way without third or fourth gears in their Funco buggy. ●

Results

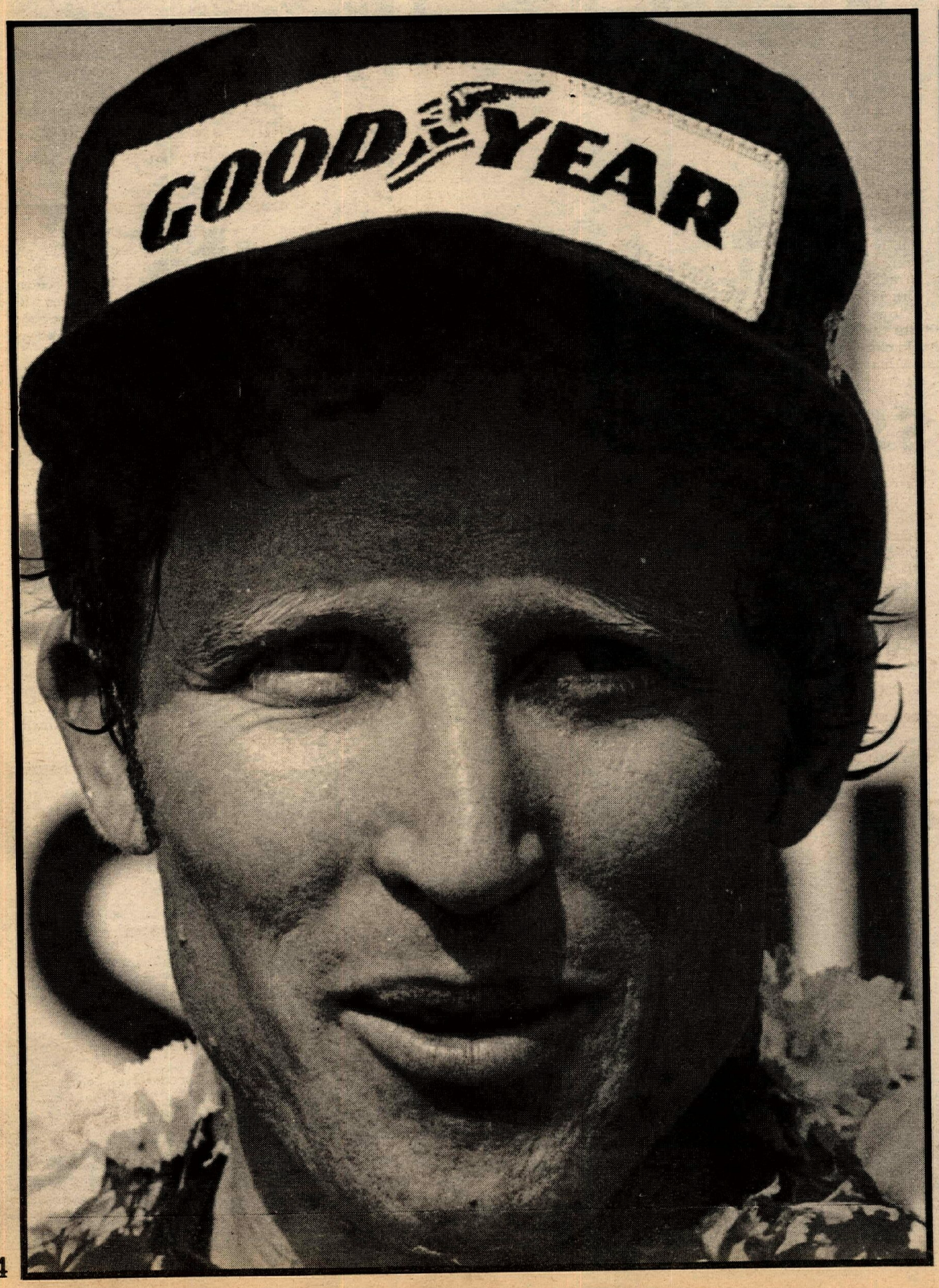
CLASS 22: 1. Brent Wallingsford/Scot Harden (Hus) 8:43:16.33; 2. Jack Johnson/A.C. Bakken (Hus) 8:53.27.08; 3. Bill Tarling/Bob Messer (KTM) 9:45:32.04; 4. Dr. John Etchart/Steve Subith (Hon); 5. Todd Martella/Cuffy Crabbe (Hus); 6. Bill Conger/Trudy Beck/Brian Zachary (Yam); 7. Marcos Hernandez/Oscar Ochoa (Hus); 8. Chuck Sugar/D.M. DeCamp (Yam); 9. John Kimbrell/Gary chandler (Mai); 10. Robert Pope/Gary Dunn (Mai).

CLASS 21 (250cc): 1. Jeff Kaplan/Rick Finger (Hus) 9:12:57.32; 2. Bruce Ogilvie/Bob Rutten (H-D) 9:22:52.34; 3. Rod Ahlstrom/Leonard Sikorski (Yam) 9:57:20.48; 4. Kem Park/Tim Fagg (Hus); 5. Morgan Malocco/Art Weekly (Yam); 6. D.A. Davidson/Danny Pierce (Yam); 7. Errol Clarke/Wayne Martin (Hus); 8. Steve Clugston/Ralph Griffin (KTM); 9. Salvador Bustos/Ernesto Fuentes (Hon); 10. Joe Moore/Bill Ogle (Yam).

CLASS 20 (125cc): 1. Geroge Erl/Tom Grant (Hus) 11:16:01.54; 2. Brent Leckich/Tom Brooks (Yam) 11:20:53.14; 3. Casey Folks/Bill Putman (Hus) 11:45:32.76; 4. John Hardwick/Randy Coulter (Yam); 5. Scott Coutts/Tom Lamar (Hus); 6. Jorge Hernandez/Carlos Velez (Yam); 7. Francisco Gonzalez/Crlos Hernandez (Hus); 8. Scott Pfeiffer/Chuck Miller (Yam).

CLASS 38: 1. John Watkins/Dick Vick (Hus) 10:31:39.02; 2. Walt Axhelm/Tim Smith (Kaw) 11:15:27.86; 3. Richard Hale/Thumper McDowell (Hon) 11:20:12.86; 4. Lee Hamby/Robert Bacon (Yam); 5. Don L'Allier/Lee Midgely (Hus); 6. Gene Powell/Bill Lyons (Hus).

Kenny Roberts talks frankly about racing in Europe



By Chris Carter

"Anyone who isn't prepared to scrape his knee on the ground and hang his butt out isn't going to win. It's as simple as that."

In a nutshell that's the racing philosophy of American Superstar Kenny Roberts, who has come over to Europe and taken the 500cc World Championship by the scruff of the neck.

Before he came to Europe, Roberts said that his aim was to win three world titles - the 250cc, 500cc and 750cc. Three months later Kenny has little reason to change his targets.

He leads the 500cc battle - and seems virtually unbeatable at present and is second in both 250cc and 750cc classes.

"I reckon the 750 is going to be the toughest. That guy Cecotto doesn't seem to be breaking down too often on the big Yamaha," says Kenny.

But in typical blunt, honest fashion Kenny also says that it's not the racing, the opposition or the tracks that have surprised him the most. It's the money - or rather lack of it.

"I'm beginning to sound like a broken record because I'm always sounding off about the cash nowadays," admits Kenny, "But it's incredible. When I used to race in Europe it was in F750 races - and I came over because the offers I had were too good to turn down.

"They told me that the GP races were bad on start money, but I never imagined that they would be this bad. What amazes me is that all the guys I see in the GP paddocks each weekend are still racing - and can afford to carry on.

"I've talked to a few of them and they say that they have to accept the few hundred bucks they get just to help them carry on to the next meeting.

"I signed up to ride at the Italian GP and the entry form said in black and white that they were paying the FIM minimum start money rates, so you can't argue.

"I've given up arguing with them because all they say is that they are paying the FIM minimum rates - and they don't have to pay any more. Well, that's no real problem for me because I've got good sponsors and I don't need the cash, but I don't like being ripped off and taken advantage of.

"For a lot of the others though the money is important. They need it to keep racing - and they have to keep racing in GPs for points and places to help them find a sponsor. I'm angry on their behalf.

"How we are going to alter it I don't know. Things are so confused in the FIM now. We have races like

Venezuela that cost a fortune to get to, yet they just won't pay anyone enough start money. But there's no way to penetrate the FIM and get things done. I've spoken to riders and they say it's just like a pin table. You keep bouncing off them but you don't score any points.

"Compared with the AMA in America, which has its problems too, the FIM is a disaster. But, of course, in the States we don't have a language problem. The Italian GP was totally disorganized. You could not find anyone to talk to to put things right - and when you could by that time it was too late.

"What's wanted is a full-time official going round to racetracks showing the organizers what to do and sort out the hassles. You just wouldn't believe the hassle I had at Mugello getting two extra tickets for my Goodyear tire technicians.

"They told me that the GP races were bad on start money, but I never imagined that they would be this bad. I don't like being ripped off."

"They won't pay any money to go to their meetings, they won't pay enough to race for and then they won't even give you enough tickets for the team.

"Every week it's something different at a Grand Prix. They just don't have the same system. Look at the paddocks, they are a disgrace. At Mugello and Nogaro they were packed tight. If there was a fire, people could die. Even if everyone escaped the whole thing - vans, cars, caravans, motorhomes, bikes spare and tools - would all burn up.

"Of course, the problem is they have too many classes. There's 50, 125, 250, 350, 500cc and sidecars. I don't want to stop guys racing in any particular class, but the GPs should have fewer classes and the others can ride in international events.

"That way there would be more money for each rider, from the slowest man in, say, the 50cc class to the very top, but there would be fewer races and more space in the paddocks.

"But don't think that I'm getting so cheesed off that I won't stay here more than just a season. I don't need money badly enough to quit the GPs, but I don't like being ripped off. It hurts my pride, and I don't like the idea of organizers taking advantage of me and all the other guys.

"The racing, though, I like. And the tracks I've seen so far have been really safe. I thought they were going to be bad, but I can't honestly say that any have been dangerous, though the facilities at a few leave a lot to be desired.

"The FIM has a funny way of giving races out. It's not a case of who will pay the most money, or even who has a good track and good facilities. I just don't know how they come to allocate GPs.

"I like the racing - and I think Europeans are really keen on it. But I think the only way things will improve is when the riders break away and run the job themselves. The FIM isn't going to change!

"Yeah, I like the racing, and best of all I like the 500s. In the 250s I have to ride a bit too hard."

"What he means is that he has to try on the 250," said tuner Kel Carruthers, breaking into the conversation after returning to the motorhome after helping out Takazumi Katayama with a welding job.

Despite the relative lack of success in the 250cc class, where Kenny has been beaten a couple of times by Gregg Hansford, both he and Carruthers are confident that the title is not out of their grasp.

"We haven't had time to work on the bike. Remember we get no help from the factory, because they are not interested in the class. It was just a bike we built up for more races back in the States and here it helps me learn the circuits. We've just neglected it, while we've sorted out the others," explained Kenny.

"The forks are old, the suspension is soft and the Kawasaki is a better bike than we thought it would be. To try to beat it I've been having to ride the little one too hard and the tires won't take it. So when we've worked on the bike, tuned the engine and got some good tires it should be OK.

"In the States it was easy. I'd just open up a 20-second lead and then ease off so the tires didn't give any trouble. You can't do that here. I have to ride hard all the time and the tires weren't built to take it. Now we have harder compounds that should be all right."

One of the things Roberts has had to learn in Europe is how to push start his bikes. In the States the races are all clutch start.

"I have a problem starting the 500 and getting the clutch out. I can't get the throttle and clutch working together," confessed Kenny "On the 750, hell, I don't have to worry about being first into the corner. I just jump on and pow...we are in front at the corner.

"But the 500, that's different. I go with the others, push it fast, jump on and start to feed it, but it doesn't do anything for a while. Everyone takes off and then I do!"

"It's the bike. Every other machine you start up with the throttle closed, but not the 500 Yamaha. You have to have the throttle one third open and it doesn't seem right," explained Carruthers.

"But when it is going, it goes good. You ride the 250 hard and it starts to chatter on the front end. You ride the 500 hard and it doesn't do anything at all."

For thousands of enthusiasts the big disappointment of the season has been the fact that Roberts and Australian Gregg Hansford do not meet each other in the 500cc class. But Kenny does clash with the tall blond Aussie in the 250cc class. How does he rate him?

"Compared with the AMA, which has its problems too, the FIM is a disaster."

"Gregg can certainly ride a motorcycle well. He doesn't make any mistakes and he's safe to ride with. I like riding with him, we both fool around a lot in the 250cc events. I think Gregg is probably a bit better than me round slow corners, while I like fast bends. We've probably taught each other a little bit this season.

"I think the main reason Gregg has been better on slow corners is probably partly due to his tires. On the 250s Michelins grip a little better."

Barry Sheene, among others, has said that Kenny's use of Goodyear tires on the 500 has been a key factor in his success in that class. But perhaps it's more than just the right choice of tires. Roberts has been in impressive form since he landed in Europe before Easter and the John Player Transatlantic Trophy Series.

"I always try 100% . That's the way I ride. But I don't always try that hard if I don't need to."

"I always try 100 per cent. That's the way I ride," said Kenny. "But I don't always try that hard if I don't need to. At Nogaro, in the French GP, for example, I had quite a race with Pat Hennen.

"Pat is a very good rider and the Suzuki in places had slightly better acceleration on me. Because of the rain I didn't have a chance to try the new stiffer compound tire, so I had to use the same type that I raced in the Formula 750 events at Brands Hatch.

"I wasn't really sure the tire would go the distance, because the 500, like the 250, is hard on tires. I didn't want to burn it out, so I stayed around a bit till I made up my mind that the tire was still good and then I started going quicker till it started drifting. While I was lapping with Pat it wasn't sliding at all.

"I always ride until the bike starts drifting two or three inches and then that's my limit. I won't go any harder than that, no way! I won't go any harder because you can only do that a couple of times and get away with it. If I have to make up time I'll try and make it up another way.

"You see I ride more with the throttle than most people do. If you just stand and watch on a corner, you may see me turn it off a lot earlier than others, but I am back on the power a lot sooner.

"In the States it was easy. I'd just open up a 20 second lead and then ease off. You can't do that here."

"That's the way I ride, and because of that I burn tires up. But I've always ridden like that. I remember when I was a first-year expert in the States riding in the same 250cc race as Kel at Ontario, near Los Angeles. It was probably about my twentieth road race. He had his bike working better than mine, but I'd try harder.

"He beat me, but in the winner's circle looking at the two bikes, his front tire was completely bald and mine hardly touched, but my rear tire was finished and his was OK. We had the same bikes, identical tires and everything!"

With the break between the Italian and next GP, the Dutch, at the end of June, Kenny has time to ride in a couple of international races to pick up some cash and then fly back to the States for a fortnight's vacation. He'll be flying home in a happy frame of mind.

"If the 500 holds together we'll be all right. I'm super-happy at the moment. If we hadn't had that problem when the piston went in Venezuela and had the tire lasted at Jarama in the Spanish round, I'd be even happier.

"Although I think my Goodyears are better than Michelins, I don't think they were earlier this year. At Imola and Paul Ricard with the 750, for example, I had problems. In France I used the same tire as at Daytona and it works good for five or six laps. But when it gets warm, grease comes out of the compound, the tire starts sliding around and it won't take its rubber off. Then you have to slow down two seconds a lap!"

But the results at Imola and Paul Ricard turned out to be a blessing in disguise. A phone call to the Goodyear factory from the European chief to the chairmen saw a personal message relayed to the competition department. Make the tires to do the job. And with the chairman of the board on your side, how can you fail?

By Spain there were three or four new tires to test, and fresh compounds have arrived in Europe since then. The search is for a stiffer compound that will last and still grip.

Kel Carruthers grins at the tire talk. When he raced in Europe not 10 years ago riders didn't have this problem. They just had one tire wet or fine!

"Having just one type of tire, that's the main difference between now and then and I think there were more fairly good riders about then.

"What I mean is that the good guys now are just as good, if not better, than when I raced in Europe. It's just that there isn't so many of them these days.

"Anyone who isn't prepared to scrape his knee on the ground and hang his butt out isn't going to win."

"Now I think there is Kenny, Gregg Hansford and Pat Hennen on the top level and then a bit further down there is Barry Sheene and Johnny Cecotto. Following then are a few Italians who go fairly quick, but they are not good riders because they keep crashing," said Kel.

Kenny doesn't agree totally with his tuner's verdict on the opposition. "I think that Cecotto, Sheene and Steve Baker are right in there with the best," he said.

"I wouldn't drop them down a peg yet, but then again I don't watch them as much as Kel does because I'm usually in front of them, so I can't really tell," he added with a big grin.

Fears that things might not work smoothly between Roberts and his American-based team and the official Japanese squad and their rider Johnny Cecotto have been quickly squashed.

"We get on really well with them. Anything we want, we can have. The only time that wasn't true was in Venezuela - and then I think that was because of where the race was, rather than any lack of assistance. They don't even get upset if Kenny beats Johnny," said Kel.

"To be truthful, I've never thought that Barry was going to be quite the threat everyone said he would."

"Two bikes would make life easier for us in the 500cc class. With one we waste an awful lot of time in the pits changing wheels to try different tires," added Kenny.

Finally, how does Kenny rate Barry Sheene?

"Ive never raced Barry before this season on a 500, so I don't really know how well he is riding at the moment. We've always met on 750s and I've usually beaten him then.

Maybe he isn't fit and maybe he is having problems but he goes good sometimes. However, to be truthful, I've never thought that Barry was going to be quite the threat that everyone, including most European papers and magazines, said he would." ●

Steve Wise rolled to victory in Canada to pick up a lot of green.

The fight for second through fourth raged between Warren Reid (9), Gaylon Mosier (14) and Kirk Bigelow (294). The trio finished in order.

Pierre Couture (150) attempts to hold off a hard charging Mike McIntosh in heat race action. McIntosh won a transfer to the final.

Wise, Reid, Mosier and Bigelow lead sweep at Super-Motocross Molson

By George Kirkpatrick

MONTREAL, CANADA, MAY 27

Team USA and Steve Wise left Montreal's Olympic Stadium with a good portion of the $15,000 prize money in the second running of the Super-Motocross Molson. Wise's teammate Warren Reid made it a one-two sweep for Team Honda riders. Team Kawasaki's Gaylon took third while Yamaha mounted Kirk Bigelow put his Champion Cycle sponsored Yamaha into fourth place. In all, American rider filled eight of the top ten spots. Of the four European riders entered, only Michel Ollier of France managed to place in the top 20.

The event was run in the same pattern as AMA Supercross events with the 103 rider entry narrowed down to a final field of 25 riders. 32,000 fans were on hand at the "Big O" to see if any of the 64 Canadian riders entered could prevent a repeat of last year when Jimmy Ellis ran away with the victory.

Unfortunately the track was very rough and dangerous causing many accidents during practice. Rider attration, due to accidents, was high.

Steve Wise got the hole shot in the first of the ten lap heats and continued to show the locals how it should be done. The track had dried up making for better traction before the double jumps allowing most riders to clear both of them. A battle for second developed between Kirk Bigelow and Frenchman Jean Claude Gomez who was challenged by Bill McLean, a two time Canadian MX champion. Gomez won that dice while Eddie Cole was the last to transfer.

Warren Reid took over the lead in the second corner of heat two and remained unchallenged. A good battle for second ensued between Glenn Robbins and ex Can-Am development rider, Gerry Kimpton. These two went at it for the whole 10 laps. Kimpton was just short of second at the flag. Kimpton's performance was all the more noteworthy as he was black & blue from a nosedive on the first double jump during practice. Zoli Berenyi rode into fifth behind Wemyss Scott.

If there was a favorite in the stadium, it had to be "gassin" Gaylon Mosier on the team Kawasaki 250. Leo Wilson took the lead followed by Michel Ollier of France on a CR 250 loaned by Daytona Motors of Montreal. Mosier, in his haste, slid out and was about 15th on lap 4. The spectators were then treated to some great riding when Mosier started to gas it. By the end of lap eight he had taken the lead which he held to the flag. Wilson managed to hold off Ollier while Tom Gaetz put his 250 Can-Am ahead of Dennis Brissette.

Heat four was hotly contested by Mark Robillard and Alan Logue. These two were never more than two bike lengths apart and at the finish they were wheel to wheel with Logue finishing second ahead of Greg Robertson. Robertson, who hails from sunny California, beat out Rick Granville and Chris Berg.

The remaining five riders to fill out the field transferred from the semis and consolation event. Charles Desourdy, Mike McIntosh, Duane Skofield, Dave Clemence and Tom Gaetz rounded out the entry.

Gaylon Mosier got the hole shot as the 25 finalists left the starting gate in pursuit of the $2,400 first prize. Mosier led Steve Wise and Warren Reid into turn one and followed them out as they managed to get by when he slid to the outside of the berm.

Wise started to build up a four second lead over Reid while both pulled away from Mosier and the remainder of the pack. Due to a lap scoring error in the third heat, Scott Desso was not properly placed, but he was allowed into the final where he got into a battle for fourth place with Alan Logue and Kirk Bigelow.

While these three were dicing, Frenchman Gomez crashed and broke a collar bone. Wise continued to lead, but as the leading pair caught up to back markers, the gap closed and Reid put the pressure on.

The 2200 foot course was fast and passing was fairly easy. As the leaders accordioned around, Mosier secured third. At the flag it was Wise by one second over Reid with Mosier half a lap back.

The battle for forth was won by Bige low over Logue, who was the best Canadian finisher, and Desso. A terrific battle for seventh was won by Zoli Berenyi ahead of Mark Robillard.

A special $2000.00 prize was put up for the Nations Cup, a team from each country consisting of four riders were awarded points and each member split the prize. Along with the top three finishers, Greg Robertson made up the USA team and his 11th place assured them of victory. ●

Results

1. Steve Wise (Hon); 2. Warren Reid (Hon); 3. Gaylon Mosier (Kaw); 4. Kirk Bigelow (Yam); 5. Alan Logue (Yam); 6. Scott Desso (Mon); 7. Zoli Berenyi (Yam); 8. Mark Robillard (Suz); 9. Wemyss Scott (Mai); 10. Chris Berg (Hus); 11. Greg Robertson (C-A); 12. Leo Wilson (Mai); 13. Rick Granville (Hus); 14. Tom Gaetz (C-A); 15. Charles Desoury (C-A); 16. Michel Ollier (Hon); 17. Mike McIntosh (Yam); 18. Denis Brissette (Yam); 19. Walton Brush (Mai); 20. Duane Skofield (Yam).

Formula 750 World Championship Road Race Series - Round Four

Roberts clobbers Cecotto

ZELTWEG, AUSTRIA, MAY 28

Kenny Roberts closed the gap on Formula 750 World Championship leader Johnny Cecotto with an emphatic victory at Zeltweg, on Sunday.

Watched by a crowd of 30,000 basking in glorious sunshine, Roberts mopped up both 100-mile legs, beating Cecotto on the official Yamaha entry by close to 30 seconds.

Now Cecotto's lead is cut to just 12 points, with six rounds to go, and Roberts' hope of collecting three world titles begins to look a little brighter.

The reigning champion, Steve Baker, on the Nava Olio Fiat Yamaha, had more cruel luck. Taking a calculated gamble in the opening 28-lap race Baker decided to ride the event non-stop, but then ran out of fuel on the final lap, less than half a mile from the flag when lying third.

Australian Gregg Hansfort hit trouble on the last lap, too. He had an enormous slide on the works Kawasaki two corners from home and then crashed at the last bend, trying to pass Patrick Pons.

Hansford was unhurt, but unable to rejoin the race.

Pons went on to finish fourth, and followed that up with a seventh in the second leg to take third overall, and push Steve Baker into fourth spot in the championship points table.

Roberts, in command for most of the race, won the second leg, too, with Cecotto again well behind, and Steve Baker making no mistakes this time, a good third.

Australian Gregg Johnson had an inspired ride inthe second leg, taking fourth place ahead of fellow countryman Hansford.

But Hansford had the consolation of winning the supporting 250cc race on his factory Kawasaki. ●

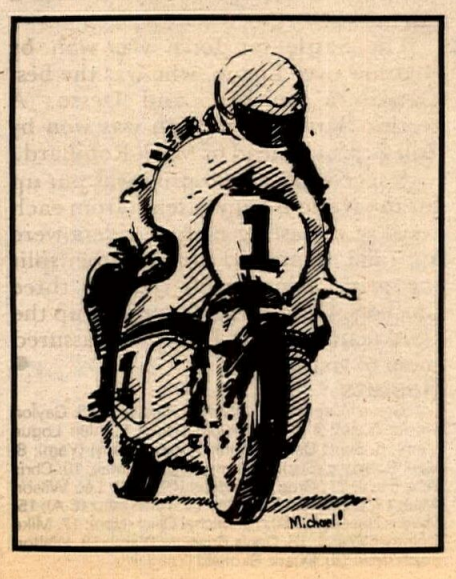
Results

1. K. Roberts (Yam); 2. J. Cecotto (Yam); 3. G. Bonera (Yam); 4. P. Pons (Yam); 5. C. Sarron (Yam); 6. H. Rival (Yam); 7. C. Estrosi (Yam); 8. G. Johnson (Yam); 9. G. Choukron (Yam); 10. B. van Dulmen (Yam).

First Leg (28 laps; 100 miles): 1. Roberts; 2. Cecotto; 3. Bonera; 4. Pons; 5. Sarron; 6. Rigal; 7. M. Frutschi (Yam); 8. S. Asami (Yam); 9. J. P. Boinet (Yam); 10 Estrosi.

Second Leg (28 laps): 1. Roberts; 2. Cecotto; 3. S. Baker (Yam); 4. G. Johnson (Yam); 5. G. Hansford (Kaw); 6. Bonera; 7. Pons; 8. Sarron; 9. Rigal; 10. Estrosi.

F750 World Championship Point Standings: 1. J. Cecotto (Yam) 54 pts; 2. K. Roberts (Yam) 42; 3. P. Pons (Yam); 29; 4. S. Baker (Yam) 22; 5. C. Sarron (Yam) 22; 6. H. rigal (Yam) 13.



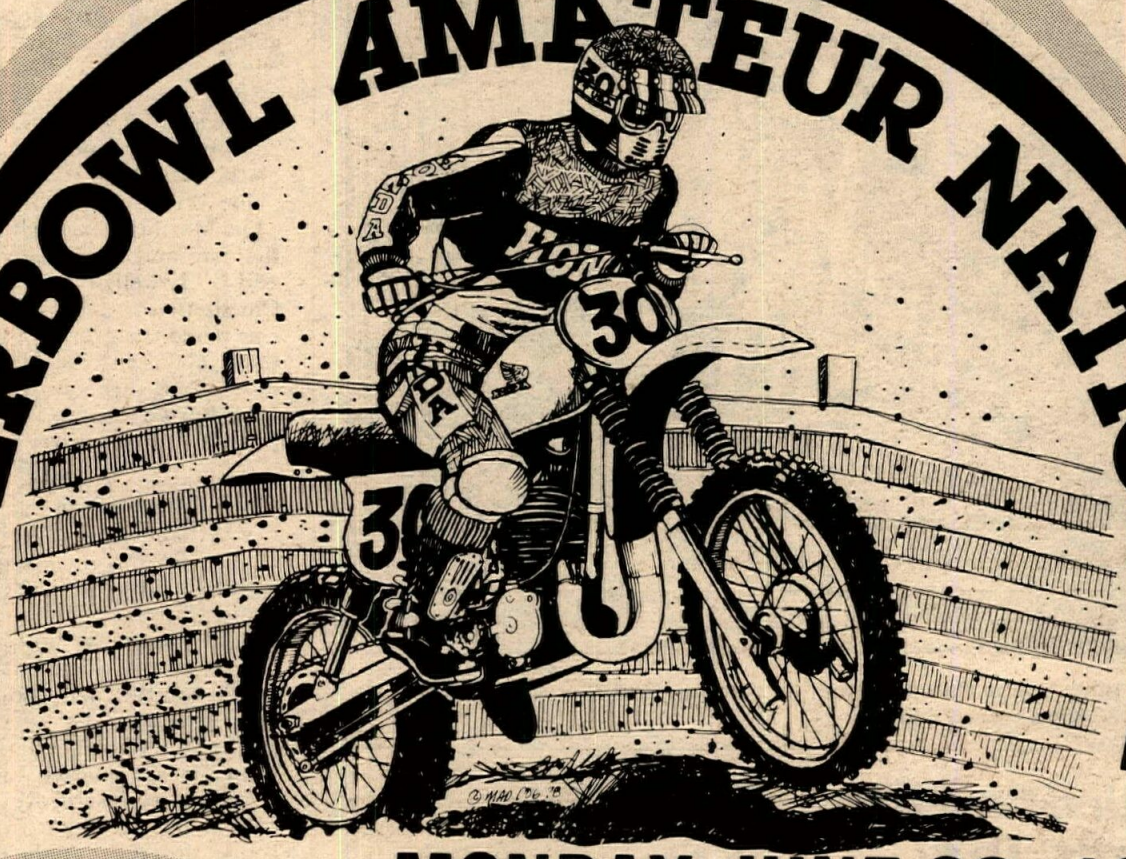
GNC GRAND NATIONAL CHAMPIONSHIP MOTOCROSS
INTERNATIONAL FINALS IN THE ASTRODOME MARCH 19, 1978

GRAND NATIONAL CHAMPIONSHIP OF MOTOCROSS

Presents

$3,000 Purse

SUPERBOWL AMATEUR NATIONAL



MONDAY JUNE 26, 1978

LOS ANGELES COLISEUM

RIDER CLASSIFICATION

MINIBIKES
☐ Mini Minis 0-59.9cc (age 6-10)
☐ Jr. 0-85cc Minibike (Age 7-11)
☐ Sr. 0-85cc Minibike (Age 12-15)
☐ Open 0-105cc Minibike (Age 7-15)
(Age effective as of 8-21-77)

MOTORCYCLES
☐ 0-100cc Ages 12-15, ☐ and 16-19
☐ 101-125cc ☐ Novice ☐ Inter. ☐ Expert
☐ 126-250cc ☐ Novice ☐ Inter. ☐ Expert
☐ 251-500cc ☐ Open ☐ Expert
☐ Over 30

GRAND NATIONAL CHAMPIONSHIP MOTOCROSS OFFERS ALL THE EXCITMENT, COMPETITION, AND PERSONAL REWARDS ASSOCIATED WITH THE NATIONAL PROFESSIONAL EVENTS, BUT IT IS AVAILABLE TO ALL LEVELS OF COMPETITION AND IS FINANCIALLY FEASIBLE FOR EVERYONE RACING.

SEE YA AT THE LOS ANGELES COLISEUM. SEE BELOW FOR QUALIFYING MOTOCROSS TRACKS IN YOUR AREA. for info: Jerry Surber, GNC, 233 Palm Aire, Friendswood, TX 77546 713-482-7593

Qualifying Tracks

Town	Track	Phone	Race Date
CALIFORNIA			
Los Angeles	Saddleback Saturday MX	714-495-4771	June 17
San Diego	Barona Oaks Raceway	714-462-9103	June 18
Fresno	Mountain High International	209-291-8793	June 18
Los Angeles	CRC Indian Dunes	213-830-7519	June 18
OREGON			
McMinnville	Mulkey RV Park	503-472-2475	June 18
ARIZONA			
Flagstaff	Avery's Cowboy Country	602-779-3176	June 18
TEXAS			
Houston	Rio Bravo	713-458-0090	June 18

No entries accepted after Saturday, June 24 $25.00 entry fee — all classes
If a rider waits until Saturday, June 24, to sign up for the Superbowl event, he will be charged double for his entry fee.
GNC Headquarters will be at the LA Coliseum

APPLICATION FOR THE 1977-78 GRAND NATIONAL CHAMPIONSHIP — RIDER PARTICIPANT CARD

NUMBER REQUESTED _____ ALTERNATE NUMBER _____
NAME _____ Classes to be run in _____
DATE OF BIRTH _____ PHONE NUMBER _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
SCHOOL NAME (IF APPLICABLE) _____ HOME TRACK _____
TO WHAT MOTORCYCLE ORGANIZATIONS DO YOU BELONG? _____
NAME OF BIKE _____ SPONSOR _____

*Enter now. Secure your number. Enclose $15.00 check or money order with your application for the fantastic, most prestigious motocross race of the year!

Desert Hotline

Monoshock king Benny Padilla wheelied through Red Mountain at the Buzzard's D-37 hare scrambles.

Balentine flies to Buzzards' D-37 hare scrambles win

By Gary Laudig

RED MOUNTAIN, CA, JUNE 11

Bob Balentine pushed his 400 KTM past Max Eddy on the first loop to win the Buzzards M.C. AMA D-37 hare scrambles.

The 10th bike past the bomb was Amateur Jim Delliplaine; Kevin Hopkins and Cory Timms were just ahead. Benny Padilla and Robbin Busse had crossed the road and were working their way through the chop before the badly rutted fireroad that led the racers to the ridges. Ron Bebo was chasing Bruce Ogilvie up the rocky trail that entered the first part of the ridge section.

Ogilvie was chasing something different today. Not a bike, but a helicopter that was no more than 20 feet above ground taking pictures of leaders Max Eddy, Bob Balentine and Eddie Zarp. The chopper eased up the narrow canyon like an ATC90. Joe Lockhart was in the 11th spot just ahead of "C" bike Expert leader Gary Charters.

Charlie Fowler crested the rise, turned left and started a sequence of huge up and down rollers. Russ Jones on a new Honda had Fred Strong at his side as the two 250cc racers charged up and down the giant rollers that skirted along the top of the Rand Mountain range. Dick Camp, riding for Bill Krause Sportcycle had 10 guys to pass before doing battle with the elusive Ron Bebo. Turning right, the Senior disappeared over the side of the first downhill. Tom Schell followed; Smokebomb Gaetz and Steve Eckardt were next.

The course worked its way through some well-used, big rollers then turned right down a narrow sandwash. Bill Becker had passed a bunch of folks by the time he started down the narrow wash. Paul Christensen was ahead of Becker as he entered *the* canyon; one that resembles an area taken from the lost continent. Mike Sixberry entered the canyon with the walls so high the racers could hardly see daylight. Nobody dared look up as right down the center of the canyon was a huge rain rut. The course wove its way down safely but the only person who would try to pass here would be a nut. After a mile of this the course headed left up another canyon back to the right. Russ Jones was after Morris Norman, Russ Collins was chasing Ed Ogden, Jr. when it seemed the guys in front hit the binders kinda hard. The course made an abrupt left and headed up a 30 foot bank bringing the bikes onto a plateau of virgin terrain and giant puckerbushes. Terry Davis, Marty Olsen and Bruce Lewellyn took check one.

Just past this point when the course was in all new territory, Balentine moved up on Eddy. The course picked up a road, Max overshot the turn and Bob was in the driver's seat. Robbin Busse, the 250cc Amateur hero was now in third place. Ed Zarp had the monoshock man Benny Padilla trying to get by to take care of Busse. Dan Ashcraft finally got bumped and was running 24th overall, getting by five racers before the check. Gary Willins gassed his C bike over the one-bike trail heading toward Koehn Dry Lake. John Prater, Jr. was right behind Gary, making up time for a getoff in the canyon. The trail entered some more rollers. Gus Paull got airborne a couple of times on the abrupt edges while Bob Torgerson glanced off of everything in his usual abandon.

Cliff Thomas doesn't seem to mind being on a Trailbike. Running first Amateur Trail, he had a bunch of 250cc and Open bikes behind him. Second-place Trail Amateur Mark Davidson was a mere five bikes back from Thomas, but guys like Jeff Fries, Fred Collins and Fred Cole kicked up the dust for Mark. Tim Harris was just ahead of Dick Postma as he landed on one of the smoothest white sand fireroads in existence. Tony Epperson followed as the racers wound their bikes out and just used body English to make the sweeping turns.

Sheila Hopkins entered the road going full bore as she found out at check one she was first girl and that meant Trudy Beck was back there somewhere. Lynette Zuber had her 250 under control as he opened it up on the long sandy road.

Joe Wilson was giving chase to Lee "The Marine" Elias, who was enjoying the ride and didn't care where camp and Lewellyn were. Francis Christensen and George Zuber continued their dice from the previous week; George dropped out and Chris decided to pick on D.R. Deichman. Dick Burley was too far ahead at that time for Chris to worry about.

Sliding in to check three Charles Hermansen glanced back to see Garry Conner and Eddie Winn hitting the binders for the crayon mark. Turning right, Hermansen headed up another canyon similar to the first one, except a road was at the bottom of this one not a rain rut. Steve Barklow followed the dust as the road wound deeper and deeper into the depths of the mountain. Gary Niederhuth and Jeff Fraser really didn't know what to expect; they just drove on. Soon the road made a 180-left turn and as the course zig-zagged to the top, Gus Paull could look down and see Steve Barklow, Barklow could look down and see Niederhuth.

The last leg made a gradual right then up a steep, hardpan uphill with a two-foot rain rut right in the middle. Cresting the top it was home and the pits. Balentine pitted about 30 seconds ahead of Eddy, Cory Timms was next. Robbin Busse had the Prospectors going crazy pitting — he was fourth overall, first 250cc as the Big O was out by Rescue 3, giving his Harley mouth-to-carb resesitation.

The second loop was not too kind to Gary Charters, who was leading Charlie Hamill again this week, wnen he centerpunched a rock in the canyon with the high bank to the left. Going over the bars at about 10 mph, he totaled his bike and got knocked silly. Hamill stopped and gave aid until Charters told him to go on. Timms, running third and having the luxury of the Peter Starr helicoptor following him on the first loop all the way up the last uphill, crashed on the second loop, scattering Husky parts all over the wash. Dahlene Dorman gave the dejected racer a ride home.

Tom Schell and John Prater had a fantastic dice going all around the course. Past check two in the range grass rollers, Schell kicked up a rock, hitting Prater, and John got off again.

Balentine got a flat halfway around the second loop and was afraid Max would catch him. Some spectators pointed Max in the wrong direction and he lost five minutes finding the course again. Balentine cruised in for the win and the crowd waited for the next bike.

Novice/Beginner race

Mike Ryan was first to the bomb, the rutty road, and when he headed up the rock-strewn jeep trail he was riding on the back tire, the front about four inches off the ground. Ken Oviatt trailed him, then first Beginner Larry McIntyre. Brett Howell, Rick Burris, Leonard Barone and Rick Varner headed for the top of the ridge and disappeared. After several racers filed by, Kevin Case hit a neutral but got going again, Ted Hunnicutt, Jr. got radical in the boulders, and Bill Parks bounced into Senior Rick Hammell. What looked like a Laugh-in crash turned out to be Hammell with his foot stuffed in Parks' chain and sprocket. Once freed, they took off to conquer the wasteland.

Oren Beck, Jr. decided to put his act together and had his Trailbike in the 12th overall position before the first downhill. Ned Pritchard followed Tim Jasper down the first downhill; a one-bike, sandy affair with a good runout at the bottom. Mitch Smiley of the Low Budget M.C. was being bird-dogged by George Jaggard, Dennis Lanski was chasing Chris Boesen as the racers made the up and down trip through the high rollers. Kris Goolsby made the right turn into the tight wash, Ryan Grosz and David Main almost overshot it. Jesse "The Bandit" James made it dusty for Mike Smith and Kevin Case as they headed down the long, dark, canyon. Dave Woolmore amazed most of the racers as he worked his way from 25th at the bomb to 10th at check one. Marv Van Sickle took the check and headed through the boonies, followed by Jim Short and Trace Willis. The next person into the check was first girl Dana Dunham but just as the course entered a rutty road, Diana Elias got by for good.

Heading down the roller coaster trail, Keith Tullar and Frank Chamberlain swapped positions a few times. Heading the day-glos, Jerry Gilpin and George Kander slowed as they crested the rise that emptied into the upper portion of Whitey's Gulch. Once on the sandy road, Art Guzman led the way for Don Urbanek, Dick Evans and Dave Jones, all enjoying the chance to let it all hang out. Kathy Hopkins took check two and headed due east through the range grass rollers.

Two saddlebacks and three valleys later Dahlene Dorman, was still trying, so was Deanna Jenkins. Don Love was thinking about trading in his Trailbike for a 125cc after the third uphill. Jim "Cutacross Shorty" Wilson was doing great with his Trailbike.

Heading up the zig-zag trail, Cliff Ograin looked up and saw Gary Gibbons; Tony Megla looked straight ahead and saw Dan Sutton. Pitting and heading out on the last loop, Davey Woolmore moved up eight more positions to settle in behind Brett Howell who had a generous lead of five minutes. Rich Varner held fourth, Tim Jasper dropped from fifth to 12th.

Howell held on for the win, Woolmore was the 250cc champ, Mitch Smiley the C bike winner, Oregn Beck the Trailbike king.

The course was all you could ask for. The 'shoes and the Novices really had a great time. The Buzzards are a small club but refuse to put on a lousy race even though their anchorman Jack Froelich is in the hospital. Get well from all of us Jack.

For those of you who stayed home you will never reach movie stardom as Peter Starr's "Take it to the limit" film crew were out taking lots of footage, A.C. Bakken did a go around with a helmet camera.

Urgent note: Send a phone-a-gram to S.I. Hayakawa immediately. Our favorite guy Rolf Tibblin faces deportation. This man has done more for off-road and desert racing than you can imagine so spare two bucks and keep a *good* guy in the country.

Malocco Midasizes CRC HS

By Jerry G. Welton

CALIFORNIA CITY, CA, JUNE 4

After years of bad luck, bad starts, DNFs and second place finishes, Morgan Malocco took his self-tuned 400 Buena Park Yamaha to first overall at California City.

Following the riders' meeting, the banner was dropped and the first wave of Experts, Amateurs and Novices were off. At the first sandwash just past the smoke bomb came the red and white Midas Muffler jersey of Malocco, with about 100 yards on Kent Perkins (390 Perkins Agency Hus) and Darren Pritchett (250 Yam). Off to the side of the main trail was Chuck Miller on a borrowed 250 Suzuki. Amateur Tony Harris (400 Bellflower Yam) was running up front, despite the use of a wrist brace, with Kenny Upp (175 IT), Rick Muller (400 KTM), Monte Lee (250 Baker Yam) and Doug Beisner (250 Suz) right behind.

Malocco slowly began to stretch his lead by the first check with Perkins still close enough to be a threat. Upp had made a move on Harris and was looking for a good overall spot. Pritchett's bike was too stiff and hard to handle, forcing him to cruise in. This moved Miller into third, but he too was having suspension troubles and was passed by Upp.

Lee and Beisner got by Harris in the choppy stuff and were moving up on Miller.

After a conservative first loop, Malocco cranked it up for the second, with Perkins running 30 seconds behind. Shortly onto the second loop, Perkins got off hard and took several minutes to get back underway. Kent hadn't ridden in quite a while and was, in his own words, "out of shape."

Upp came through in third with Miller right behind him. Miller retired as Lee and Beisner took over. Beisner returned to the pits after losing a swingarm bolt.

Amateurs Harris and Tim Nething (250 Hus) were by next, with Muller and John Foster (250 Premier Yam) completing the first loop in the top 10.

The first Novice to leave the pits for the second trip was lightweight Billy Lee (175 Yam) with Ron Nelson and Je Zuidema (175 Yam) running second and third.

On lap two Malocco was really stretching out his lead. Morgan was unable to pre-run, so his first loop was used to get acquainted with the course. At the completion of lap two Malocco had a little more than two and a half minutes over Perkins. Upp and the lightweight trailed 25 seconds back. Lee was having a great time with his new bike and put it through the paces, keeping Harris behind. Scot Duncan (250 Yam) led a three-bike charge into the top 10 with Jeff Blix (125 Baker Suz) and Mike Mulconery (400 Mid-Valley KTM). Jeff Wilson (250 Suz) also worked his way up to the top 10 after getting past Nething. Muller dropped out with a flat front tire.

When Malocco left the pits on his third and final loop he must have been wondering if his bike would go the distance, or would bad luck fall upon him once again. About halfway around the final loop, Upp began challenging Perkins for second. Upp passed on an uphill road, but shortly after broke a swingarm and could not continue at speed. Lee took over third and Duncan had overtaken Harris for fourth.

Coming down to the wire it was Malocco, after so many previous near misses and problems, and now a trouble-free overall win. Following a few minutes later was Perkins, with quite a worn out appearance. Lee wheeled in for third as Scot Duncan kept off the ground and on two wheels to take a solid fourth with Harris finishing first Amateur and fifth overall. Blix captured the smallbore class after a heavy battle with Mulconery. Upp nursed his bike in for eighth as Daryn Wyatt (390 Hus) and Mike Marti (390 Hus) moved up to round out the top 10.

Frank Arciero, Jr. (390 Hus) was victorious in the Amateur Junior/Senior class, finishing just ahead of Gary Short (250 Suz) at 14th overall.

Once again it was Larry Upp (250 Yam) taking the Senior class with Mike Dyott (400 Yam) within striking distance all day.

Billy Lee, the early leader in the Novice class, had problems, letting Bill Vanderbyl (400 KTM) pick up the lead at the finish with Ron Nelson running a secure second over Donnie Morrison (125 Yam).

In the Beginner race it was Jim Tarpley (400 Yam) with the overall win over Charles Hubble on a lightweight machine and Ric Barrett (250 Yam).

Jolene Payne (175 CPW KTM) took the victory in the Women's Division.

Bill Mattox (80 Yam) was the Mini winner, start to finish.

This particular event was made possible only through the outstanding efforts from all the CRC clubs, led by Dr. Bob Newhouse. Without their support there would not have been any race. ●

Results

OPEN EX: 1. Morgan Malocco (IT(; 2. Kent Perkins (Hus); 3. Mike Mulconery (KTM).
250 EX: Scot Duncan (Yam).
0-200 EX: 1. Jeff Blix (Suz); 2. Ken Upp; 3. Bob Rundquist.
JR/SR EX: monte Lee (Yam).
SR EX: 1. Larry Upp (Yam); 2. Mike Dyott (Yam).
OPEN AM: 1. Tony Harris (Yam); 2. Daryn Wyatt (Hus).
250 MA: 1. Jack Fuller (Yam); 2. George Tamasoff (Hon).
OPEN NOV: 1. Ron Nelson (Yam); 2. Jerry Utterback (Yam); 3. Joe Logan (Yam).
250 NOV: 1. Bill Vanderbyl (KTM(; 2. Rodney Roderick (Yam); 3. Alan Smith (Yam).
0-200 NOV: 1. Donnie Morrison (Yam); 2. Joe Quidema (Yam); 3. Tom Hokama.
SR/JR NOV: 1. Ron Coe; 2. Gary Chrisman.
OPEN BEG: Jim Tarpley (Yam).
250 BEG: 1. Ric Barrett (Yam); 2. Elvow Heitmon (Suz); 3. Rick Overby.
0-200 BEG: 1. Charles Hubble; 2. Jeff Barker; 3. Robert Tello (Suz).
JR/SR BEG: Fudpucker (Yam).
WOMEN'S DIV: Jolene Payne (CPW KTM).
MINI: Bill Mattox.

Congratulations HERBERT SCHMITZ

Tied for Top Points at U.S.G.P. / Currently 4th in World Championship Standings

for your excellent performance at the Carlsbad U.S.G.P.

electro HELMETS

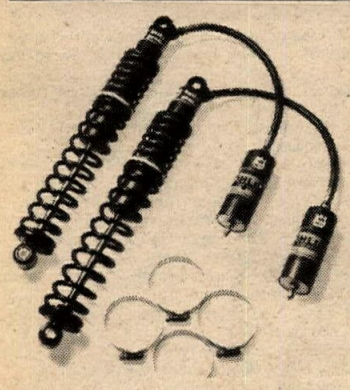
Electro Helmets/Electrofilm, Inc.
North Hollywood, California

NOW AVAILABLE EXCLUSIVELY FROM YOUR LOCAL HUSQVARNA DEALER

THESE RIDERS *DEPEND* ON ÖHLIN GAS SHOCKS.

DICK BURLESON
HARRY EVERTS
JACK PENTON
TORLIEF HANSEN
CHUCK SUN
BENGT ABERG
LARRY ROESELER
GUNNEDY MOISEEV
FRANK GALLO
ADOLF WEIL
BOB POPIEL
HAKAN ANDERSSON

ÖHLINS
GAS SHOCKS



NOW AVAILABLE FOR:

Husqvarna 15" '77-'78 CR MODELS, MX or CROSS COUNTRY DAMPING

KTM 13.7" '78, 125, 250, 400 MODELS MX or CROSS COUNTRY DAMPING

MAICO 13.7" '77 & 14.4" '78 MODELS MX ONLY

SUZUKI 15.3" '77 & 15.9 '78 MODELS MX ONLY

Made by Öhlins Racing Sweden

Stop Wheel Hop
WITH ACP TIRE BALANCER

ACP Liquid Tire Balancer and Puncture Sealer works by centrifugal force in *any* motorcycle tire to hydrodynamically balance the entire rotating wheel unit for better high speed handling and stability.

LOOK FOR ACP IN THE ORANGE & WHITE PLASTIC BOTTLE AT YOUR DEALER.

ADVANCED CYCLE PRODUCTS
3633 West MacArthur, Suite 410, Dept. F-14
Santa Ana, California 92704

TERRYKIT

THE FRONT END DAMPENING UNIT FOR THE SERIOUS COMPETITOR

New Kits for '78 with Adjustable Travel

	Max. Travel
Yamaha IT 175/250/400 '77& '78	10"
Yamaha YZ 125 '77 & '78	10"
Yamaha YZ 250/400 '77	11"
Yamaha YZ 250/400 '77	10"
Yamaha YZ 250/400 '78	12"
Yamaha YZ 80 '78	7.5"
Suzuki RM 80 '78	7.5"
Suzuki RM 125 '77 &'78	10"
Suzuki RM 250/400 '78	10"

Kits also available for other bikes
Write for free literature
Out of state call toll free 800-854-4691
90 day money back guarantee
Dealer or Direct

TERRYCABLE
P.O. Box 1321
Hesperia, CA 92392
714-247-2646

Suzuki in San Francisco is
FIRESIDE SPORTS
810 Van Ness Ave. (NR EDDY)
San Francisco, CA 94109
415 885 5700
Mon. Sat. 9-6 Serv. dept. M-Fri. 7-6

Hand Washable
Stay Soft
Yellowstone Buckskin GLOVES
*Riding
*Racing
*Street
GLOVES
Othman Distributing Co.
Box 356 San Luis Obispo, CA 93406 (805)544-6181
Dealer Inquiries Invited

World Championship 125cc MX Series — Round seven

Watanabe retains points lead in West Germany

At the start of the second 125cc moto, Gaston Rahier (1) tried to sweep through centerpunched Gerard Rond (2).

By Jack Burnicle

LAUBUS-ESCHBACH, WEST GERMANY, MAY 28

After an afternoon of thrilling combat and contrasting fortune at Laubus-Eschbach, West Germany, 24-year-old Suzuki works rider Akira Watanabe retained his one point advantage

ne, lost it and a split-second later

reigning champion Gaston Rahier in the 125cc World title chase. Formidable rival, Gerard Rond, was twice let down by machine failure on his works Yamaha.

gathered round the fast, stoney track, packed with steep, awkward climbs and heartstopping downhill plunges, to watch Rahier and Watanabe start

In beautiful weather, a huge crowd

the first moto clear of a bad first bend pile-up which trapped English Suzuki rider Roger Harvey and left him at the back of the field.

On lap two, Italian Ivan Alborghetti escaped with a shaking as he crashed spectacularly on one of the downward swoops, while Rond moved smoothly past KTM's Sigi Lerner and set off after the two works Suzukis.

For thirty minutes this trio hurtled around in breathtaking formation. However, moments after depriving Watanabe of second spot. Rond had the Yamaha's watercooled engine break. Relieved of this constant pressure, Watanabe dramatically cut back Rahier's slender lead, and the Belgian held just a two-yard advantage as they raced across the line.

Lerner was a fine third throughout, well ahead of Gote Liljegren who was almost caught by a titanic midfield battle involving CZ teamsters Jiri Churavy and Yuri Khudiakov, Pauli Pippola, and Honda's Andre Massant. The grittily determined Churavy, recapturing some of his once unquenchable competitive spirit on an extensively modified works CZ, forced his way to the front of this bunch five laps from the finish, chased by the indefatigable Pippola, while Khudiakov overpowered a distinctly undergeared Massant.

Harvey, meantime, had staged a tremendous recovery, clawing back the two Italians - Michele Rinaldi and Corrado Maddii to claim a joyful ninth place.

The second moto opened dramatically. Rahier attempted a wide-sweep into the first turn, lost control of his machine and slid broadside into Rond, pitching off the Dutchman and wreaking widespread havoc. Watanabe had gated ahead of the ensuing melee, and took full advantage of the fact to establish an unassailable lead.

Remounting, Rahier and Rond surged through the dusty field until the Yamaha shed its chain, then blew an oil seal. Rond sadly departed in a dense cloud of blue smoke.

Lerner had attempted a repeat of Alborghetti's epic crash on the second lap, and Churavy pulled out early with clutch problems while Anatoly Ovchinnikov held second spot until displaced by a charging Gote Liljegren, who looked good for twelve points until five laps from home, when a mysterious temporary engine stoppage demoted him in fortuitous favor of Rahier .

Massant, pulling a higher gear on the Honda and the brave Alborghetti also raced through before the Finn could restart.

Once more an on-form Harvey came back with a vengeance, pouncing on Rinaldi as they crossed the line to claim a superb eighth place, just two seconds down on Matti Autio, who races Rahier's 1977 Championship-winning Suzuki.

So, at the end of a truly exciting day's racing, the superior reliability of the works Suzukis is emerging as a critical factor in the title race, and will make it very hard for Gerard Rond and Yamaha, arguably the most potent combination in the field, to make up the leeway. ●

Results

Overall: 1. Gaston Rahier (Suz); 2. Akira Watanabe (Suz); 3. Gote Liljegren (KTM); 4. Andre Massant (Hon); 5. Siegfried Lerner (KTM); 6. Ivan Alborghetti (Apr); 6. 7. Jiri Churavy (CZ); 8. Pauli Pippola (Hus); 9. Corrado Maddii (Beta); 10. Roger Harvey (Suz); 11. Yuri Khudiakov (CZ); 12. Matti Autio (Suz); 13. Michele Rinaldi (TGM).

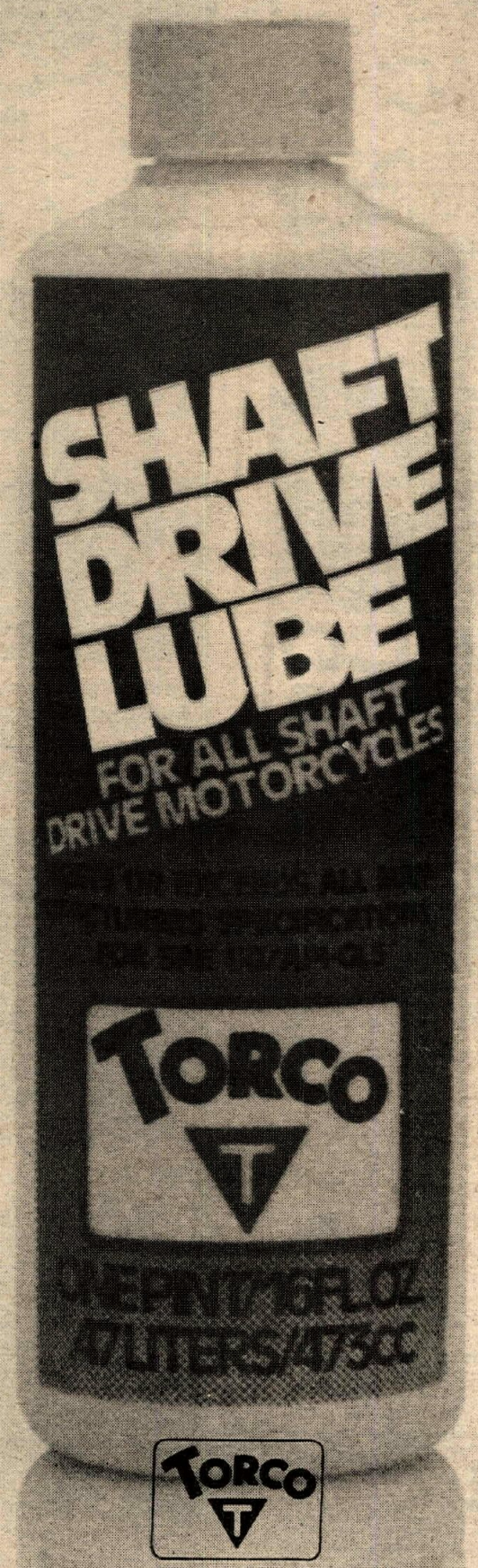
First Moto: 1. Rahier (Suz); 2. Watanabe (Suz); 3. Lerner (KTM); 4. Liljegren (KTM); 5. Churavy (CZ); 6. Pippola (Hus); 7. Khudiakov (CZ); 8. Massant (Hon); 9. Harvey (Suz); 10. Maddi (Beta).

Second Moto: 1. Watanabe (Suz); 2. Rahier (Hon); 3. Massant (Hon); 4. Alborghetti (Apr); 5. Liljegren (KTM); 6. Maddi (Beta); 7. Autio (Suz); 8. Harvey (Suz); 9. Rinaldi (TGM); 10. Pipolla (Hus).

Championship Standings (after 7 rounds): 1. A. Watanabe 167; 2. G. Rahier 166; 3. G. Rond 133; 4. S. Lerner 69; 5. A. Massant 56; 6. G. Liljegren 47; 7. C. Maddii 42; 8. J. Churavy 40; 9. I. Alborghetti 40; 10. M. Autio 29; 11. M. Rinaldi 23; 12. Y. Khudiakov 22.

TORCO INTRODUCES SECRET FORMULA NUMBER 8.

Okay Tourers, it's your turn now as Torco Oil introduces their secret formula No. 8. A Shaft Drive Lube that's just in time for the new touring season.



Torco Oil Company, Santa Fe Springs, California (USA)

ENGINE PARTS FOR SACHS

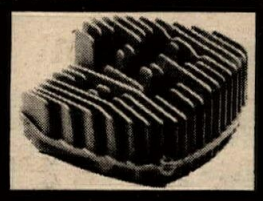
HERCULES
DKW • RUPP
MONARCH
. . . AND ALL SACHS-POWERED MOTORCYCLES & MOPEDS

EASTERN DEALER SERVICE & PARTS CENTER
909 Crocker Rd., Dept. F-14, Westlake, OH 44145
(216) 871-4890

WESTERN DEALER SERVICE & PARTS CENTER
6401 Regio Ave., Dept. F-14, Buena Park, CA 90620
(714) 523-3480

SACHS®
MOTORS CORPORATION OF USA

NEW for SUZUKI from WEBCO:
RM250/PE250 CYLINDER HEADS



These new Webco heads boost power and torque significantly, and at the same time reduce operating temperatures to provide greatly improved performance under hard pulling such as hills, sand washes and tight motocross tracks. Available now through your local motorcycle accessory supplier.

WEBCO
MOTORCYCLE ACCESSORIES
BOX 429 · VENICE, CALIF. 90291

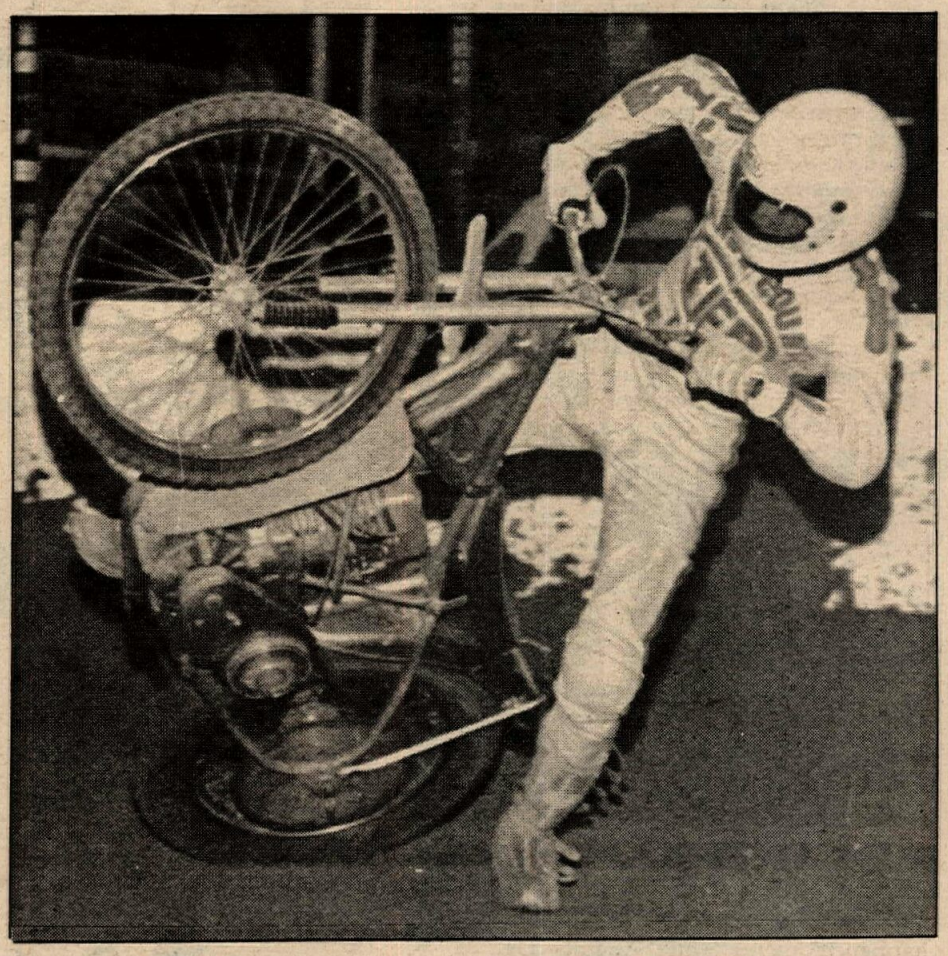
HARD TO GET
TRIUMPH BSA
Norton YAMAHA
PARTS AND ACCESSORIES
Largest stock in U.S.
24 Hour Mail Order Service
Dealers Welcome
Nationwide except Missouri call: 800/325-4144
Missouri call: 314/427-1204
DONELSON CYCLES, INC.
3328 Woodson Road
St. Louis, Mo. 63114

Come and meet Tom and Jack, the new owners of
Canoga Park Suzuki
ITALJET
Service is our business
We carry a full line of parts and accessories
(213)884-0413 7045 Canoga Ave.
Canoga Park, CA 91306

All the news that fits, we print

ROAD RACERS — CAFE RACERS
RD350/400, Honda, Kaw, Suz & others
Road Race/Cafe fairings, seats, tanks, pipes, tires, RR boots & gloves, Special tools & hardware, racing brakes and many other hard to find items.
Send $1 for 1978 catalog
Dealer inquiries invited
RACERS SUPPLY, 6959 Van Nuys Blvd.
VAN NUYS, CA. 91405 213-781-6386

Speedway Week



There's a right way, there's a wrong way, and then there's Danny "Berzerko" Becker's way.

Bobby Schwartz finally took the Scratch Main win he's been fighting for all season.

"Wild Bill" Cody took Scratch Main honors at Santa Ana.

Schwartz gets hitched at San Berdoo

By Dennis Greene

SAN BERNARDINO, CA, JUNE 7

Ring the bells, beat the drums and blow the horns! Bobby Schwartz finally caught the bridal bouquet! After being in every main event but one this year, Bobby finally did just what he's been saying right along; with thunder to spare, he ran away with the Scratch Main Event. Only three riders have won the Scratch Mains this season — Alan Christian, Mark Cherry and Mike Bast, and all three were in this event.

Schwartz had just finished putting his new four-valve Jawa together a few hours earlier; his $3,000 investment was well worth it. Bobby has more second place finishes than the other three riders put together. It does help to have good sponsors, and Bobby has several of the best — Hobie Cat, Handcock Designs and Cadillac Jack.

The Handicap Main had a new winner as well. Dave Sims, from the 30-yardline, worked his way in and out of traffic to move into the winner's circle..

Jeff Tomlin, with a large fan club in the San Berdo area, won the Division Three Main. Rounding out a fine night of racing, Dan McNeill again won the Second Division Main and is knocking on the First Division door.

Bast aces Ascot as usual

By Dennis Greene

ASCOT, CA, JUNE 8

Can Mike Bast go the whole season at Ascot undefeated? For the fourth straight Thursday night, Mike ran away with the Scratch Main on the big oval.

Track conditions were a little faster and a lot dustier, but it must have been to the liking of Mike Petticord in the Handicap Main. His win was the highlight of the night.

Ron Preston returned to competition after suffering a concussion two weeks ago, only to get hit in the mouth by a kicked-up rock. Ron did work his way into both Mains, taking third in the Handicap and fourth in the Scratch.

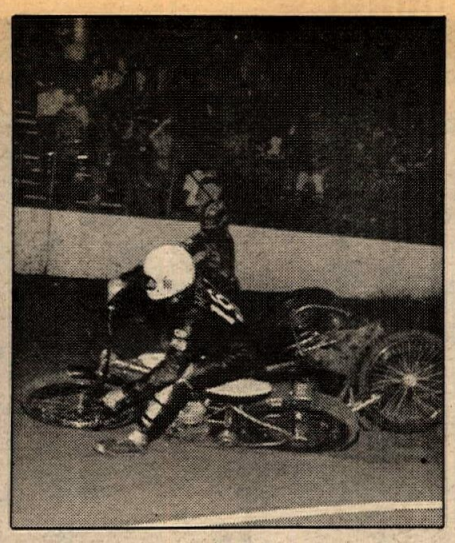
Scratchin' tough at Costa Mesa

By Dennis Greene

COSTA MESA, CA, JUNE 9

With more and more pressure

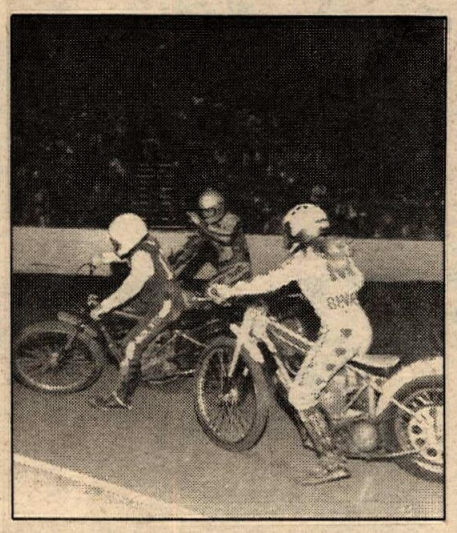
Smooth Rusty Howard in Costa Mesa Division Three action.



Second Division action was hot at Costa Mesa Speedway.

Dave Sims takes the inside on Craig Shaefer.

Pam Bennett just seconds before centerpunching Jack Kee.



from Alan Christian, Mark Cherry and Bobby Schwartz, the Scratch Main Events for Mike Bast have become hard work. Friday night was a prime example of the competition.

All four riders got off the line together. Bast pulled to the inside, closing the door on Cherry as Schwartz tried the outside. They came onto the front straightaway, Schwartz lost it and Ron Preston moved into third. Bast pulled the win and Preston got by Cherry on the last lap for second.

Last week Bill Gray lost the Handicap Main at the finish line to Alan Christian. This week Gray led for three laps, only to get passed by Mike Muntean. Christian overtook both of them and held on for his second Main win in a row at Costa Mesa.

Division Two saw Dennis Stewart move into the lead from the 30-yardline. Dennis has had several rides in Division One, and had an easy cruise to victory.

Rusty Howard, wearing the old Costa Mesa Eagles team leathers, won the Third Division Handicap Main. Rusty is a rider to keep an eye on. Most every night he is on the program and has been able to work his way into the Main. He is one of the smoothest new riders in Speedway this year.

"Wild Bill" blitzes Santa Ana

By Ken Kellogg

SANTA ANA, CA, JUNE 10

"Wild Bill" Cody's First Division Scratch Main win last week may be the start of a new tradition as the "Wild" man captured it again Saturday. Bill was given a real scare by Steve Fortune, who was on Cody's back tire all night. Finishing third in the struggle was Grant Salyers.

In the First Division Handicap Main, 19-year-old Shawn McConnel led the entire race, but the real battle was between Steve Fortune and Randy Marsh for second. Steve came out the victor while Randy finished a disappointing third.

In the Second Division Handicap Main, reserve rider Paul Belisle won first place honors with some hard riding, leaving both Randy Tompkins and Pat Brockelhurst wondering what happened.

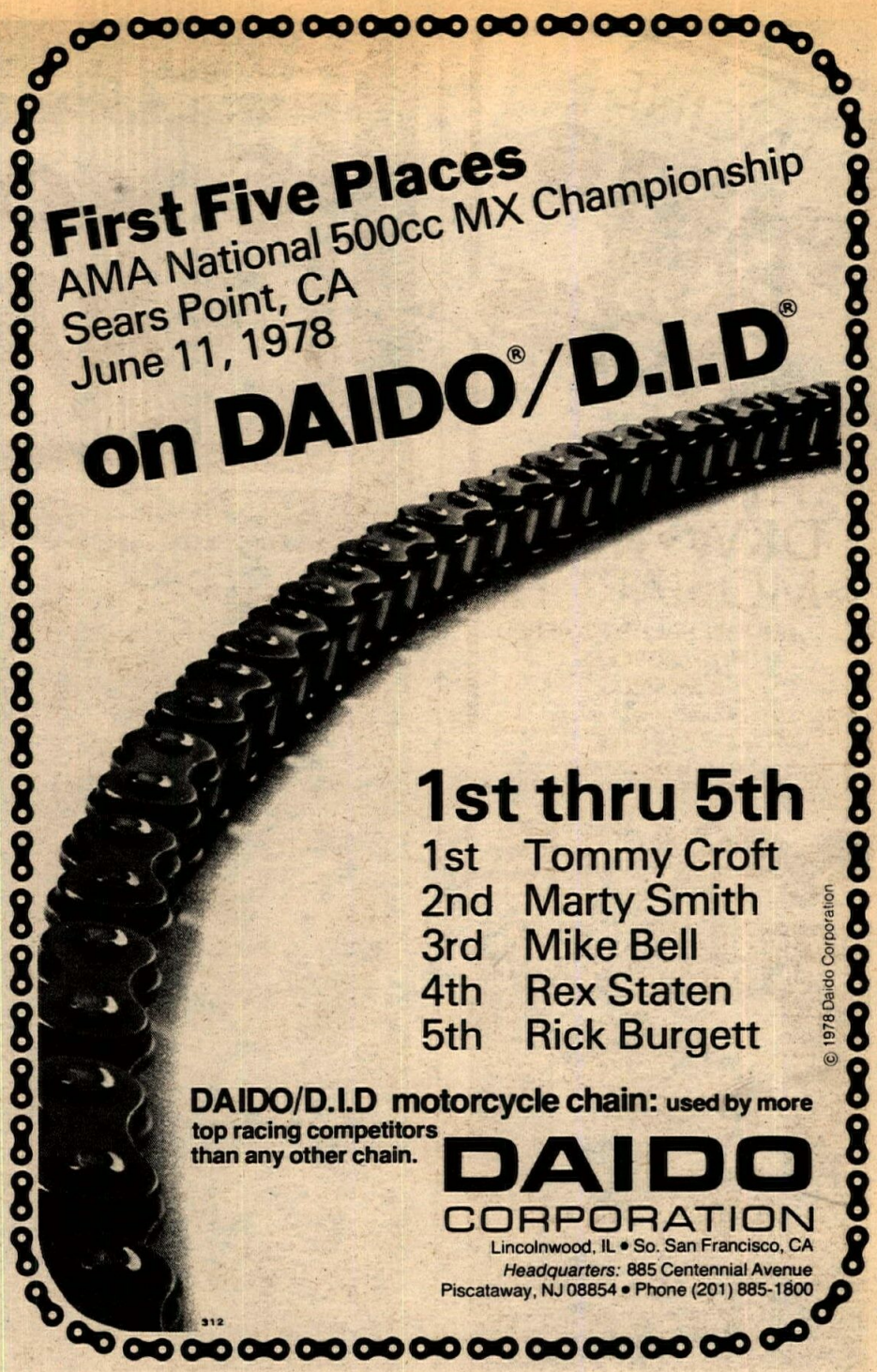
The Second Division Scratch Main showed fans that Second Division riders can put on a good race as crowd favorite Shawn McConnell stole first from Randy Tompkins and Mike Lella.

Third Division Main went to Rob Borg. Rounding out the event were Tom "Crash" Collins and Dwight Hill.

The Junior match race between Louis Kossuth Jr. and "Mad Dog" Mitch Ordaz went easily to "Mad Dog," with Kossuth having bike problems. ●

Results

SAN BERNARDINO
HANDICAP MAIN EVENT: 1. Dave Sims; 2. Joe Spisak; 3. Bob Schwartz; 4. Brad Oxley; 5. Mike Bast.
SCRATCH MAIN EVENT: 1. Bob Schwartz; 2. Mike Bast; 3. Mark Cherry; 4. Alan Christian.
DIVISION 2: 1. Dan McNeill.
DIVISION 3: 1. Jeff Tomlin.
ASCOT
HANDICAP MAIN EVENT: 1. Mike Peddicord; 2. Mike Marriott; 3. Ron Preston; 4. Bob Schwartz; 5. Larry Kosta.
SCRATCH MAIN EVENT: 1. Mike Bast; 2. Dennis Sigalos; 3. Frank Adamo; 4. Ron Preston.
COSTA MESA
HANDICAP MAIN EVENT: 1. Alan Christian; 2. Mike Muntean; 3. Bill Gray; 4. Mike Bast; 5. Tom Ferris.
SCRATCH MAIN EVENT: 1. Mike Bast; 2. Ron Preston; 3. Mark Cherry; 4. Bob Schwartz.
DIVISION 2: 1. Dennis Stewart.
DIVISION 3: 1. Rusty Howard.
SANTA ANA STADIUM
FIRST DIVISION
SCRATCH MAIN: 1. Bill Cody; 2. Steve Fortune; 3. Grant Saylers.
HANDICAP MAIN: 1. Shawn McConnel; 2. Steve Fortune; 3. Randy Marsh.
SECOND DIVISION
SCRATCH MAIN: 1. Shawn McConnel; 2. Randy Tomkins; 3. Mike Lella.
HANDICAP MAIN: 1. Paul Belisle; 2. Randy Tompkins; 3. Pat Brockelhurst.
THIRD DIVISION MAIN: 1. Rob Borg; 2. Tom Collins; 3. Dwight Hill.
JR MATCH: 1. Mitch Ordaz; 2. Louis Kossuth.



BIKE SHOW

EXHIBITS:
- ANTIQUE AMERICAN
- CLASSIC AMERICAN
- ANTIQUE EUROPEAN
- ANTIQUE SIDECAR
- CONTEMPORARY SIDECAR

PARACHUTE JUMP AT 1 PM
Don't Miss This Exciting Event!
SATURDAY, JUNE 17
BURBANK GOLDEN MALL
10 A.M. to 5 P.M.

YOU DESIGN IT! WE MAKE IT!

Custom high quality nylon race jerseys, with padded elbows, for dealers, clubs, teams, etc. Any colors in any quantity. Send drawing & quantity for quote

BW BILL WALTERS LEATHERS, INC.
7359 Varna Avenue
North Hollywood, CA 91605 (213) 982-3738

advertise

FINISHER PINS
We Make Em —
Ask Lenny for Samples
Cal-Mart Plating
607 S. Hill St. Suite 631
Los Angeles, CA 90014
213-623-6987

AMMEX RACING MOTORCYCLES
U.S.A. DISTRIBUTOR
Cooper Parts
Dealer Inquiry Invited
20872 Currier Road (714)598-1985
Walnut, CA 91789 (714)595-9100

Hakan Andersson corners the factory Husqvarna, which, like the rest of the factory motocrossers, is longer legged, more powerfully muscled and still evolving

By John Huetter
Photos by Charles Morey and Huetter

A factory sponsored and built Grand Prix motorcycle is a peculiar animal in that it changes shape and size with such speed. These motocross contenders are never fixed for very long

in any one configuration. There are at least three reasons for this: 1. Works bikes are set up specifically to rider preference, which varies among riders on the same team and with individual riders over time, 2. Factory engineers and racing department types want to test new engine sizes, forks, etc. 3. The other guys show up with something that seems to work.

So when you attempt to describe the technical pieces of a GP motocross machine, you can only catch the configuration as it is be that week — not as it was, fresh and unsullied as the riders' hopes at the beginning of the season, nor as it may evolve by the final, crucial rounds of the World Championship. At least at the USGP, all the major contenders seemed to have their actual works bikes. Even that isn't always the case.

Some gross generalities: Despite throwing chains, cracking frames, and tweaking forks there is still a trend toward more is better. Everybody seems to have maxed out around 12 inches of suspension travel, but the old maxim, "There is no substitute for cubic inches," has reared its expensive head. Displacement is up, pushing and exceeding 400cc right up to the class limit of 500. (KTM currently has a 501 in the European Reliability Trial Championships that is rideable. But by whom?) Weight is up, too. Even with dished titanium nuts, magnesium wherever it's permitted (or can be made to work), you pay for the pleasures of all around power, good torque, and miles of suspension travel. Here's what they look like in greater detail.

Kawasaki does not have a regular contender in all the GPs this year but their 500cc class machinery appeared equal to the task. They are continuing with their motocross development even though the emphasis is off the production 500cc class. I guess when you can sell all the Z-1s you can make, you don't need to build something for guys to get muddy and break.

Suspension travel is 300mm front and rear with Kayaba-built spring/air-oil forks and 17-inch long dampers mounted at an extreme angle on the aluminum swingarm. With a rider up (In this case, Jim Weinert or Gaylon Mosier.), the shocks are horizontal. If you think about it, that means the geometries of the bike in motion including frame force transfer, fork angle and everything else have got to be — well — *different*. They use the 17-inch rear wheel to allow room for the 17-inch shocks to do their work.

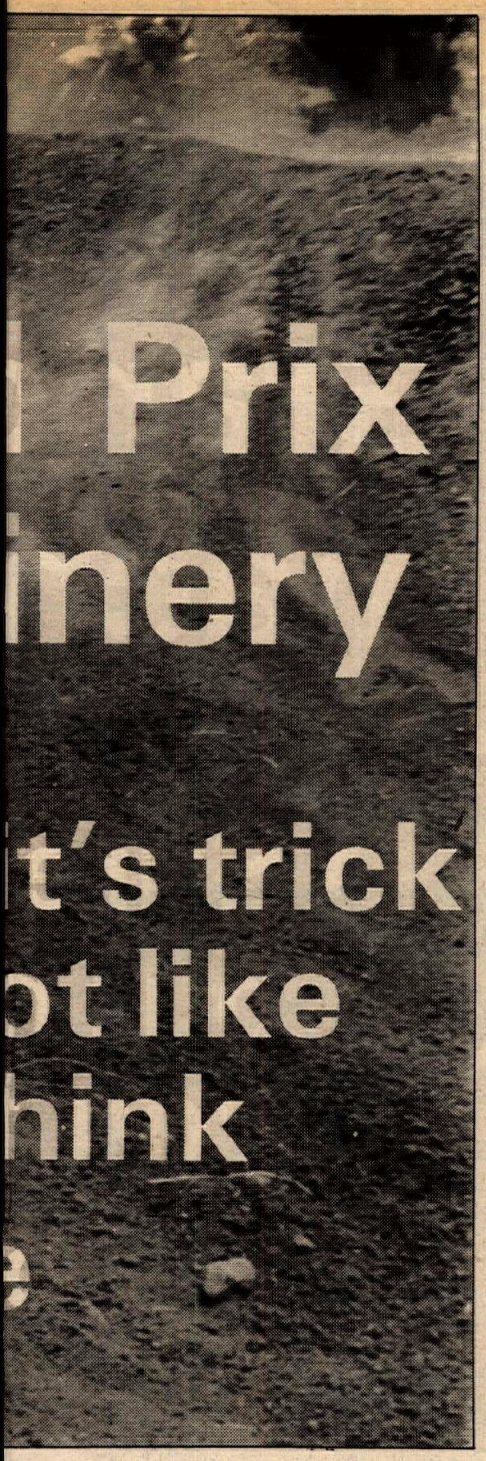
The very works-looking motor with prototype external finish and hand-assembled pipe of many conical sections displaces 415cc with bore and stroke of 82mm X 76mm. It is carbureted by a 38mm Mikuni through a double 6-petal reed valve controlling aerosol pre-mix directly into the cylinder. The Green Machine motors always look potent. Weight is 221 lbs.

The works **Suzukis** were the lightest at official weigh-in at 216 and 216.5 pounds. The difference may have been due to different shocks or a little gas left in the tank. This year's GP bikes are, essentially, last year's Trans-AMA machines with some refinements. The RN400s are increasingly close to the production RM400s in engine dimensions. Displacement is claimed to be unchanged from last year when it was given as 398cc with close to an 80mm stroke. That certainly may be *one* of the Suzuki engines. There has been some port work on the engines to increase torque at low and mid-range RPM. The 38mm Mikuni dumps into the crankcase induction reed valve. An extra clutch plate has been added since the Trans-AMA.

The 11-inch travel air-oil/spring Kayaba forks on the front of the Suzuki feature some refined oil flow valving to make the action even smoother. That last increment of smoothness and compliance is why they supposedly are insured f $30,000 a pair. Over 13 inches travel is attainable at the rear. Rog DeCoster was getting it with Koni G gas-oil dampers, Gerrit Wolsink wi Dutch-made White Power shocks, ar Danny LaPorte with Kayabas. It w interesting that after all t experimentation with 5.00 and 5.5 tires last year, the Suzukis still use 4.50 X 18 Metzeler rear tire on mo tracks.

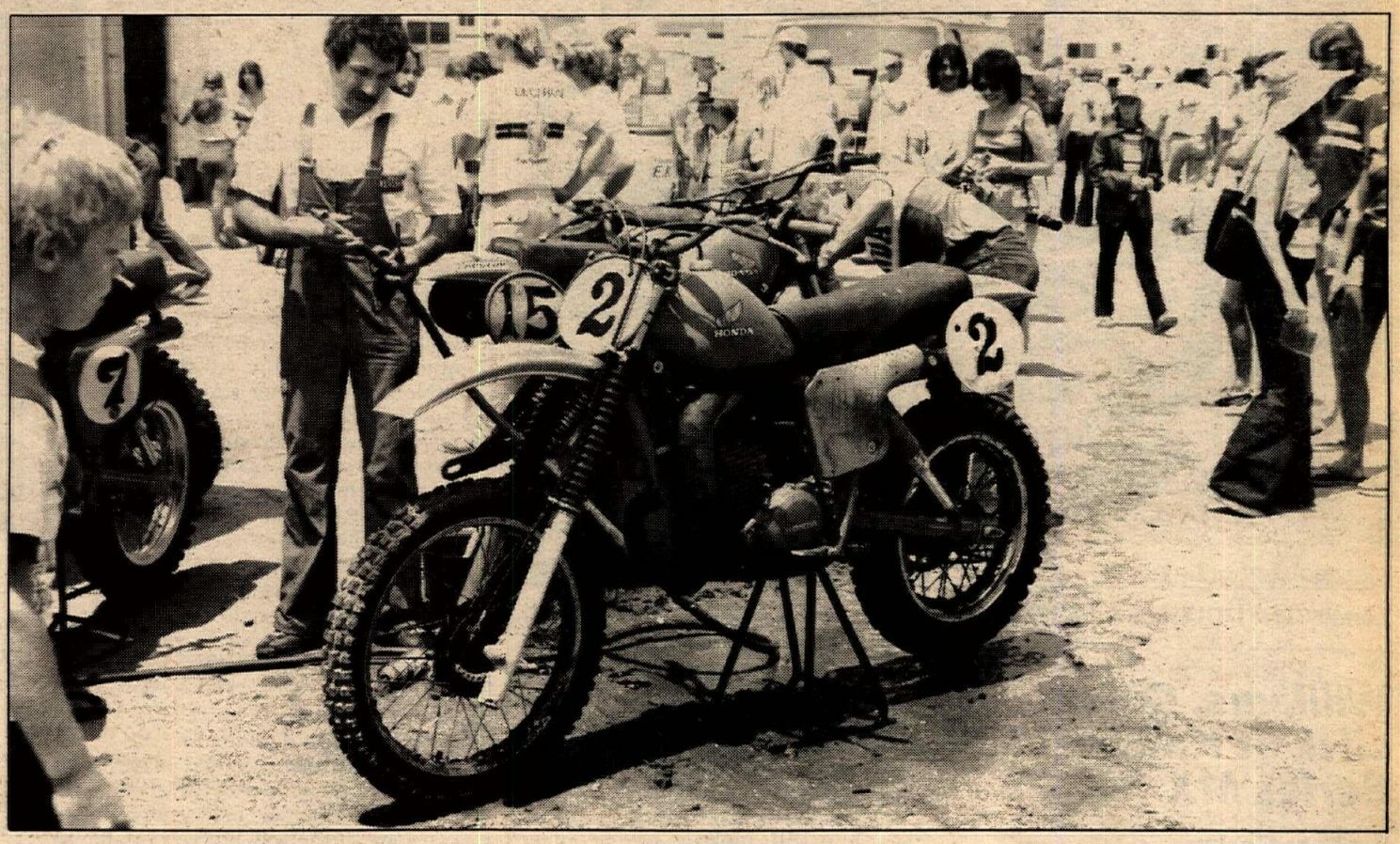
Heikki Mikkola's **Yamaha** w somehow not as exotic as it seemed la year. Probably because it was on slightly changed in its extern appearance. That would make sense they had come up with a frame, fo and physical layout that Heikki lik — and won with. Hardly anybody e can ride bikes that are set up for hi anyway. They all kind of work like Husky with low bars. The Wo Champ's bike was not an OW. T factory GP designation is YZR40 The OW GP bikes for American rid Rick Burgett and Mike Bell we 390cc displacement. There w rumored to be a 470cc engine f Heikki's bike and it was further thoug to be in his frame for the USGP. Bo and stroke are clearly variable but t diameter of the barrel seems to set around 85-86mm. The Mikuni ca has a 40mm venturi and connects Yamaha's own reed valve to t cylinder.

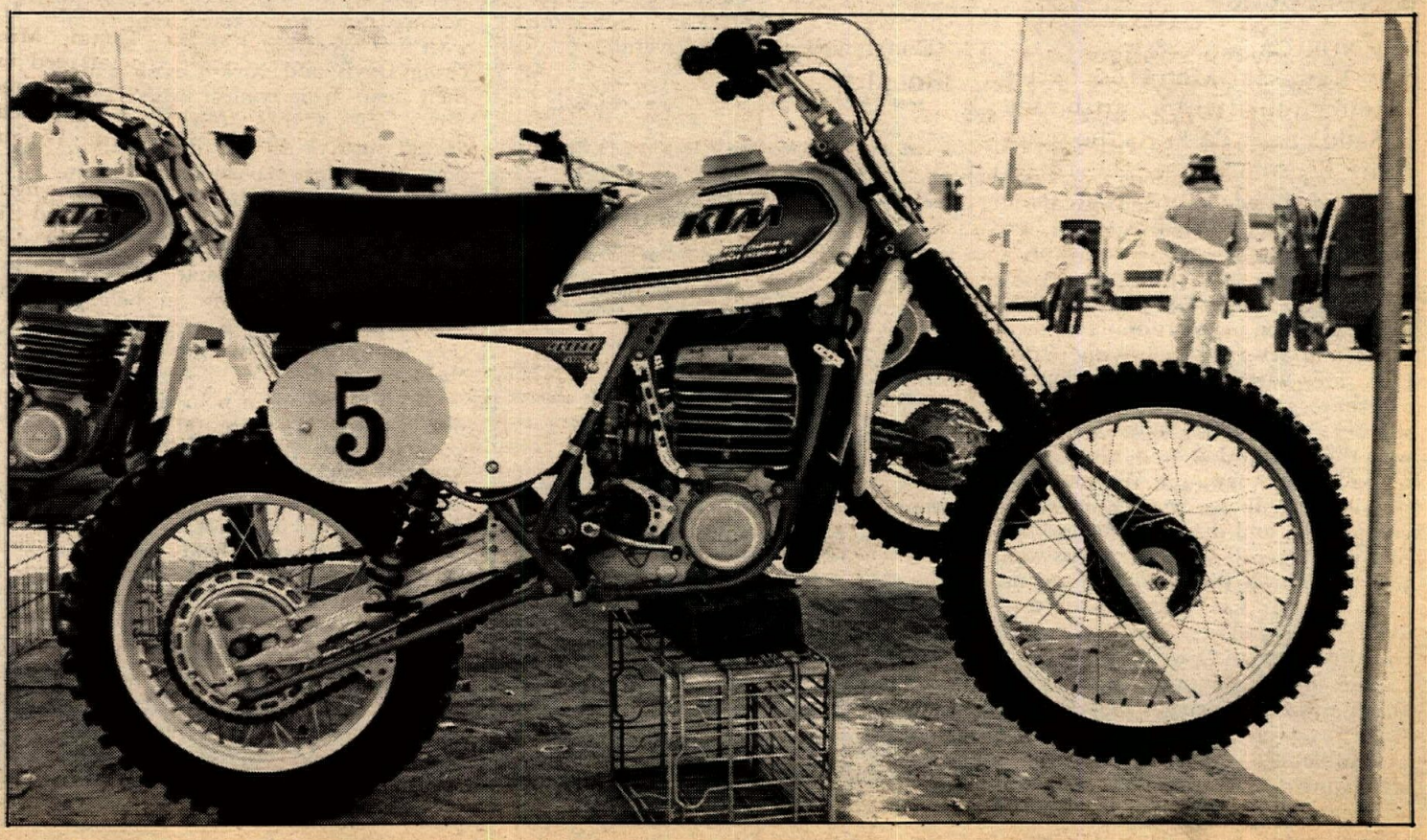
The monoshock still retains externally-mounted remote reserv to keep the damping properties of t one shock constant for 45 minutes more. It is usually set up to give 1



l Prix
inery

t's trick
ot like
hink
e





inches of rear wheel travel and is coupled to the most unbelievable swingarm imaginable. It doesn't look at all fragile. The front air-oil fork is built by Kayaba to Yamaha specifications, which makes it different from the Kayabas on the Suzuki, for example. It matches the 11.5 inch rear travel. The YZR weighed in at 222 lbs.

Honda now has a little corporate handout on their works bike which constitutes their official word on the red racers. They have gone through at least three 500cc class engine configurations that I'm aware of; the one that appeared at Carlsbad was the 450.

Although it is their current best shot at "the fast bike," it is not a screamer with power developed in the 2000-6000 RPM range. They will admit to over 45 horsepower; 50 is certainly attainable. Brad's bike weighed in at 224 lbs. He had 300mm front air/spring fork travel from some latest model Showas and the Fox AirShox at the rear gave him another 300mm at that end. Officially, the RC400 series has 293mm rear wheel travel, which is obtained with the Ohlin dampers.

The engine sucks it up through a 38mm Keihin carb and cylinder reed valve. Like the other Japanese machines, the Honda uses electronic CDI ignition. Also like the other Orientals, the Honda has a five-speed gearbox whose advantages must have been proven as some of the Japanese

(Continued to page 39)

Western hotline

Lenny Giger (7D) topped the 125cc Pros in the CMC Kawasaki Series event.

Williams, Giger click at Kawasaki Series MX

By Tom Corley

ORANGE, CA, MAY 28

The Kawasaki Motocross Series is doing well after its fourth race at Saddleback Park. As the series nears its conclusion, the riders are going all out and especially those who are high on the points and in line for the winning of a new Kawasaki KX 250.

There are some really good riders who have been in the running in each event and several heavy name Pros. One rider who has been roosting on everyone is David Williams. His sponsor, Wheelsmith, should be happy with the success that he has had lately in Saddleback racing. Without any problems, Williams headed the other competitors and dusted them in both motos for overall 500cc Pro class win. Jim Tarantino (Suz) landed second overall and was unable to trail Williams very closely and neither did third-place Brian Craze (Hus).

One should also note the progress that Larry Giger is making lately. This rider travels clear from Nevada to race at Saddleback. His traveling time is well worth it because he has been winning like crazy. Lenny snuffed the 125cc Pro class today while Willie Amaradio managed second behind the out-of-state ace. Giger claimed an even more important race this afternoon and that was the 250cc Pro event. Well actually he didn't win this class but still took a second place behind Jim Domann (Yam). Bob Blose (Hon) followed for third overall.

Results

MINI JR: 1. Mike Saul (Suz); 2. Dave Odem (Suz); 3. Larry Danial (Yam).
125 JR: 1. Scott Manning; 2. Greg McElroy (Suz); 3. Kevin Krieghoff (Kaw).
125 INT: 1. Steve Pfaff (Suz); 2. M. Burnett (Kaw); 3. Bill Olsen (Suz).
125 PRO: 1. Lenny Giger (Kaw); 2. Willie Amaradio (Kaw).
250 JR: 1. Cliff Gerhard (Yam); 2. Troy Manning (GT); 3. Len Scuderi (Mai).
250 INT: 1. Craig Infield (Hon); 2. Ron Stroner (Suz).
250 PRO: 1. Jim Domann (Yam); 2. Lenny Giger (Kaw); 3. Bob Blose (Hon).
500 JR: 1. Steve Van Zant; 2. James Jimenez (Hus).
500 INT: 1. Pat Page (C-A); 2. Ken Feulner (Mai); 3. Jim Beltinck (Mai).
500 PRO: 1. David Williams (Mai); 2. Jim Tarantino (Suz); 3. Brian Craze (Hus).

Marino, Walker, Hubbs sail away with AME Racing World MX

By Keith Clemons

TRABUCO CANYON, CA, JUNE 4

American Motocross Enterprises brought their boys out to Racing World for a casual day of bumps and grinds on the Marty Smith track.

In the first heat of the 125cc Pro race, Suzuki-mounted Craig Dale picked up a quick number one position followed by Mike Johns. Johns was unable to cop the lead from Dale but he did manage to give a good chase. For the first half of the race the two sailed away together with Johns searching for a swift current to pull him ahead and Dale charting the course. When the two angled into a stream of lapped riders, Dale was able to break through to claim the victory for his sponsor Suzuki West, but Johns got caught in the net and ran aground when a slow sailor pushed him off the track. Patrick Hubbs was controlling the third-place race, but when Johns got beached Hubbs motor-cruised it by to take over second and held it to the end. Johns weighed anchor to place third.

The next time around Patrick Hubbs tricked up his ride and poured it on for DMG, his newly-acquired sponsor. Taking the holeshot, Hubbs raced in front from start to finish to pick up enough points for first overall. Johns jumped into second again and this time stayed there passing plenty of lapped traffic and letting no one get the jump on him. Craig Dale dropped to third in the second race but wound out second for the day while Johns, riding for Gary's Cycle, went home third overall.

Running on top in the first 250cc Pro moto was Maico-mounted Dave Douglas who toured the track in the number one position all the way. Bay Cycle's Bob Walker started clean but got pushed to the outside on the first turn and dropped back to fourth. He did, however, Yama-haul-it into second behind Douglas before the end of the first lap and stayed there. A hot and flashy little race sprang up between Craig Davis and Rick Cavish who diced back and forth passing each other five times in the first five laps. Davis became the victor of the bout when he finally grabbed a line around some lapped traffic and broke away, leaving Cavish in the thick of it.

In the second moto for the 250cc Pros, Bob Walker traded places with Dave Douglas and led the event start to finish. Douglas held the number two spot all the way but was unable to bounce Bob, so Walker went home with first overall and Douglas second. Craig Davis and Rick Cavish ended their leap frog contest when Davis drove his Gary's Cycle-sponsored Suzuki into third and defended the position against Cavish who rode hot and heavy on his heels but couldn't get by. Davis placed third for the day.

The Open Pros got a surprise when they found Yamaha factory support rider Bob Marino's name on the entry sheets. A few were so surprised that they dropped out, picking up a rain check for the day.

One who stood firm in the face of defeat was Ron Tebbs and, as Marino soon learned, it isn't easy to tackle Tebbs. In the first race Tebbs finished every lap right on Marino's back fender and did his best to take him down but Marino held onto first leaving Tebbs with only ambitious hopes for the second moto.

When the Open Pros lined up to race again Tebbs mainlined through the hole and ran a first-place race for six laps. Marino, who turned the corner running number four, steadily worked his way up, taking only two laps to land in second but four to take Tebbs. Even though Marino won overall, we'll long remember Tebbs' tremendous try.

Results

OPEN PRO: 1. Bob Marino (Yam); 2. Ron Tebbs (Hus).
OPEN JR: 1. Harold Johnson (Suz); 2. Jim Galatioto (Yam).
250 PRO: 1. Bob Walker (Yam); 2. Dave Douglas (Suz); 3. Craig Davis (Suz).
250 INT: 1. Paul Ivie (Yam); 2. Steve Donovan (Yam); 3. Eddie Drake (Suz).
250 JR: Ron Kain (Mai).
250 BEG: Edwin Wolleson (KTM).
125 PRO: 1. Pat Hubbs (DMG); 2. Craig Dale (Suz); 3. Mike Johns (Suz).
125 INT: Norman Nilsson (Suz); 2. Tim Willmeth (Yam); 3. Bryan Maloney (Suz).
125 JR: 1. Russel Brown (Hon); 2. Paul Arnold (Suz); 3. Tom Case (Suz).
125 BEG: 1. Kevin Brooks (Suz); 2. Curt Elliott (Suz); 3. John Wolleson (Yam).
100 INT: Richard Ising (Yam).
100 JR: 1. Lance Lawson (Suz); 2. Reed Becker (HCS); 2. Duane Headworth (Yam).
83cc MOD EX: 1. Sam Storer (Suz); 2. Pat McConnell (Yam).
83cc MOD OPEN: 1. Paul Dennis (Yam); 2. Larry Daniel (Yam).
80cc STOCK: 1. Ken Morton (Suz); 2. Mike Knopp; 3. Gary Morton (Yam).
80cc BEG: 1. Jason Wagner (Yam); 2. Richard Galatioto (Yam); 2. Mike Nicholson (Hon).
JR CYCLE OPEN: 1. Micheal Knapp (Itj); 2. Carl Tignino (Itj); 3. Ray Swearinger (Suz).
JR CYCLE EX: Paul Dennis (Itj).
PEE WEE: 1. Kevin Samford (Suz); 2. Tyrone Trent (Itj).

Hailey grabs two at Perris D-37 ST/TT

By Maureen Lee
Photo by Manual Burton

PERRIS, CA, JUNE 4

Perris Raceway had their first AMA D-37 point run Sunday under the new ownership of Len Shirley and Jak Kinch and a right good one it was. It might not have been, due to the non-cooperation of the D-37 Sports Committee, and the turnout was very poor. They had tried to change the date to June 11 so as not to buck the Hi-Siders' District GP and Bel-Ray USGP of MX, but our new TT calendar with the changes and new additions on it didn't get approved. Worse yet, poor Len didn't get his forms, rulebook, etc., and the steward couldn't make it either. Thank God for Larry Bird, who pitched right in and helped Len, Fay and Jak for all he was worth. They had enough flaggers and scorers but learning the ropes of a District run can shake you up a bit!

Short track ran first, and Mini class rider Curtis Cannon really honks it on and won ahead of determined efforts from Joe Peterson and Greg Nelson.

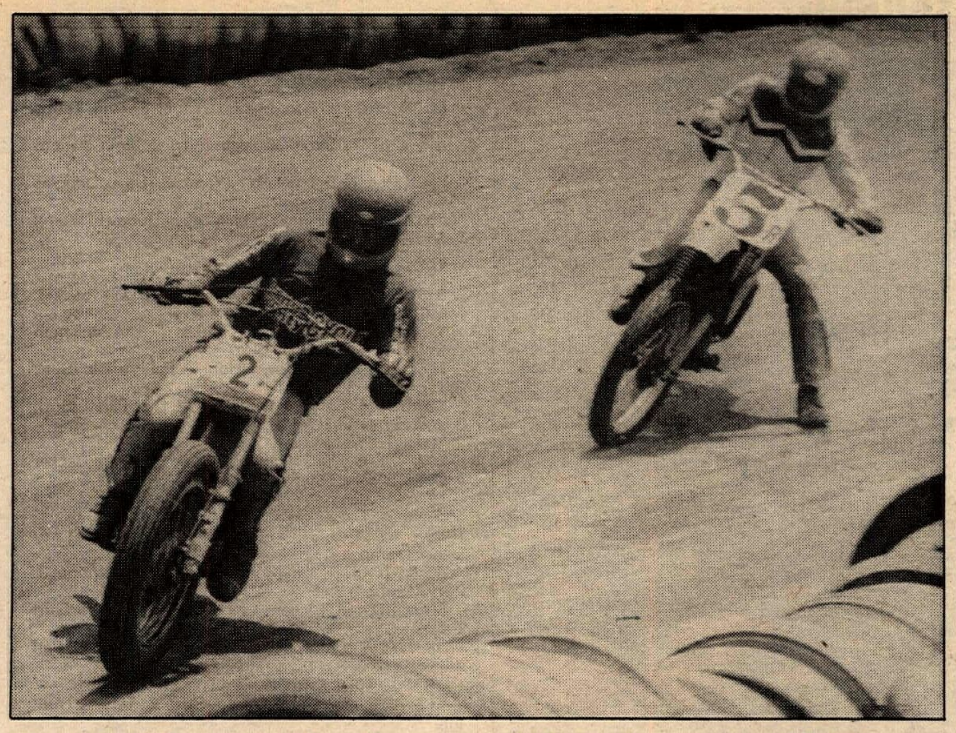
Mike Redding won the 125cc Novice class. In the first moto he played a waiting game behind Don Milan and then nailed him on the last lap. Last round, Mike started outside and wasn't first into turn one by any means but he left it on and sailed all around the gaggle on the outside and into the lead. Randall Howard came in for third, unable to get Milan.

The low turnout ended up with only three riders left in the 125 Amateur-Expert go after Garth Beavers blew during a great side by side battle with winner Jimmy Rosa.

Allen Sweet's Honda bit him when they ended in a heap in the combined 250cc/Open Novice but Allen continued on, ouches and all and he had quite a battle going with Ben Myers on a 250cc.

Joe Steffen knew he had his work cut out for him early on in the 250cc Expert with Terry Singleton the threatener.

Joe's dad Ed upheld the family name in the Open class. First moto he had the lead, just running away from 'em, only to goof a bit, open a door right at the end and let Rex Hailey through.



Rex Hailey (2) won the Open Expert class in both short track and TT events at Perris' D-37 point run. Here he's chased by Bobby Sanders.

After a break to water both the track and the riders down before the TT, Len held a rider's meeting where the troops were told quite frankly that giggle time was over now, it was for District points, and that any fooling around on the line would be firmly dealt with. It was too.

Our thriller for the day was caused by Jeff Williams in the Mini class as he was leading the first moto. Going up the hill he overslid, the bike abruptly straightened up into what looked like a highside for Jeff, but incredibly enough he didn't come off although both feet went flying out like out riggers. Curtis Cannon won again, and boy, he can really come steaming on when he gets left behind a bit.

Don Milan cleaned house with three straight in the 125cc Novice with Mike Redding and Randall Howard having it out behind him in the first two motos. Mike didn't appear for the third one and Steve Smith emerged third.

Joe Steffen won the 250cc Expert class with three straight but behind, the same people were never in the same spots twice running. Terry Singleton gave him a go in the second moto and Jay Lewis did it in the first. Last moto it was Mark Cain in second. The race ended with Tom Snow managing to get his CZ completely upside down, resting on handlebars and fender in turn one.

Ben Meyers was another one who won both short track and TT as he won the Novice 250cc/Open combined. Allen Sweet came in first Open, even after falling off again, but Greg Sargent, Bill Fulton and Greg Beloit were busy swapping places around the three motos.

My beloved big bike Experts were having their usual fun, in more ways than one. In the second moto Len had half the class on the back line and justifiably so. Rex Hailey took the first two, while Bob Sanders, Mike Montgomery, Ed Steffen and all milled around behind. Rex stayed in third last round; up front it was Sanders and Montgomery. It's not often I get enthused enough to start hopping up and down — after 15 years I've seen it all — but that last moto was great. Mike really wanted a piece of Bobby (no misunderstanding now, they are friends) and was really after the top Pro Expert. He nailed him and then Bobby thought he saw an opportunity to slip through on the inside, only to have Mike slam the gate on him so beautifully the whole pits cheered.

Results

SHORT TRACK

80cc COMB: 1. Curtis Cannon (Yam); 2. Joseph Peterson (Yam); 3. Greg Nelson (Yam).

125cc nov; 1. Mike Redding (Yam); 2. Don Milan (Hon); 3. Randall Howard (Yam).

125cc AM/EX: 1. Jimmy Rosa (Yam); 2. Steve Karsten (Yam); 3. Scott Bullard (Hon).

250cc OPEN NOV: 1. Ben Meyers (Yam); 2. Allen Sweet (Hon); 3. William Fulton (Yam).

250cc AM/EX: 1. Joe Steffen (Yam); 2. Terry Singleton (Ammex); 3. Mark Cain (Suz).

OPEN AM/EX: 1. Rex Hailey (Yam); 2. Mike Montgomery (Yam); 3. Ed Steffen (Yam).

TT SCRAMBLES

80cc COMB MOTO: 1. Curtis Cannon (Yam); 2. Jeff Williams (Yam); 3. Roger Thompson (Yam).

125 NOV MOTO: 1. Don Milan (Hon); 2. Randall Howard (Yam); 3. Steve Smith (Yam).

125 AM/EX MOTO: 1. Charlie Carroll (Yam); 2. Steve Karsten (Yam); 3. Jimmy Rosa (Yam).

250cc AM/EX MOTO: 1. Joe Steffen (Yam); 2. Mark Cain (Suz); 3. Jay Lewis (Suz).

250cc NOV MOTO: 1. Ben Meyers (Yam); 2. Greg Sargent (Yam); 3. John Brillinger (Hon).

OPEN NOV MOTO: 1. Allen Sweet (Hon); 2. William Fulton (Yam); 3. Greg Beloit (Yam).

OPEN AM/EX MOTO: 1. Rex Hailey (Yam); 2. Mike Montgomery (Yam); 3. Bob Sanders (Yam).

Eropkin erupts at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, JUNE 4

Dave Eropkin and his White Brothers 250 Yamaha took on both the 250cc and the Open Pro classes at DeAnza and came out on top. In the 250cc class, his only competition came from rookie Expert Scott Quick (Suz), who got the holeshot in round one. Quick led for most of the first lap, but then crashed in a tight "S" turn, leaving Eropkin to take the rest of the race. On lap three, Quick repassed Paul Ballow (Suz) for second place only to crash again due to a stuck throttle. One more time, he got up and passed Ballow, who was probably getting used to it by now, and took second place, far behind Eropkin.

The next race was better for Quick, but still not good enough. Eropkin got his hands on the lead on the third lap, then never let go. Quick and Ballow followed at a distance.

Winning the 250cc class just wasn't enough, so Eropkin entered the Open class, where he clashed with Mark Ellis (Yam). In moto one, Ellis grabbed the holeshot with Dave Ohl (Suz) and Eropkin close behind. It was a tight

THE SWITCH IS ON!

SUPER Seer

Anti-Fog Goggles

3 MODELS
★ FULL FRAME
★ OPEN VENTED
★ OVER-GLASSES

GROWING SUN GLOVER ZAHRT CLARK FERO CALATHIS POPIEL TURNER GRATTON BAKER CHANDLER MORONEY JORDAN SUMMER

★ RACING SUPPORT PROGRAMS
★ $30,000 CONTINGENCY AWARDS
★ RACE REPS, INC. SERVICE AT ALL MAJOR EVENTS

See your dealer today! or write:
SUPER SEER CORP.
P.O. Box 700
Evergreen, CO 80439
(303) 674-6663

SEER INDUSTRIES LTD.
P.O. Box 577
Fenelon Falls, Ont. Canada
(705) 877-2306

2 STROKE & 4 STROKE CUSTOM EXHAUST SYSTEMS
DEALER INQUIRIES INVITED
CONE SETS TO YOUR SPEC'S
SILENCED MEG'S
SILENCERS — WELD ON OR CLAMP ON COMBO'S

HIGH PERFORMANCE EXHAUST SYSTEMS
AIRCONE ING
LAWNDALE, CALIF.

Distributors of Robert Bosch Plugs

AIRCONE
"formerly Airco Sheet Metal"
15209 Grevillea Ave.
Lawndale, CA 90260
213-675-5290

Complete Line of Mototek — CDI Kits

Suzuki of Van Nuys
New '77 PE 250 B.....$1199
New '77 RM 100 B.....$699
Many to choose from
Similar savings on all '78 models
Suzuki of Van Nuys
West Coast #1 Volume Dealer
16141 Sherman Way, Van Nuys, CA
213-994-2800 213-994-2882
3 Blocks West of the San Diego Freeway

The Phantom Duck wears racing feathers.

Hiiesalu Mfg. Co.
120 W. Cypress Ave.
Burbank, CA 91502
213-845-7161

PART TIME SALES REPS NEEDED · (714) 440-4612
WHOLESALE ONLY
Member MTA MIC CMDA
PROGRESSIVE PRODUCTS
DBA PROGRESSIVE, INC. IN CALIF.
1444 PIONEER WAY #7 · EL CAJON, CALIF. 92020

THE OIL FOR ALL FOUR STROKES

Look for it at your dealer.

BEL-RAY

Bel-Ray Co., Inc.
Motorcycle
& Automotive
Lubricants Division
P.O. Box 526
Farmingdale
N.J. 07727
(201) 938-2421
Telex 132476

Western Office
14670 Firestone Blvd.
Suite 410
La Mirada
CA 90638
(714) 522-0581
(213) 921-1055

TERRYCABLE
The Teflon
Super Smooth Cable

*Complete line for racing bikes
*Requires no oiling
*Smoothest pulling cable
*Flexible throttle wire gives long life
*Heavy duty housing, resists stretch and abuse

Write for Free literature
Terrycable
PO Box 1321, Hesperia, CA 92345
(714) 247-2646
Out of state call toll free (800) 854-4691

WORN BY CHAMPIONS

KEN MAELY
"The Shoe Man"
Ask the racer that wears one

Steel Shoe $50.00
strap $1.00
T-shirt $5.00
Boots $50.00
Sizes 6 to 13 D width
All Prices plus
C.O.D. & Postage
★Banke Pipes★
Motorcycle covers,
Disc brakes, wheels,
Hubs, sprockets, & more
Also everything
for speedway

(714)735-0540
MAELY ENTS., Rt. 2, Box 75B
8530 Bedford Mtr. Way, Corona, CA 91720

LAKEWOOD HONDA
Husqvarna
Motorcycles — Parts — Service
605 Frwy. at Carson
11747 E. Carson St.
Lakewood, CA 90715
213-860-1354 714-521-7112

Van Leeuwen Ent.
Distributor
Goodyear Smith Goggles
Lester Wheels Kerker Exhausts
11135 Vanowen Street
North Hollywood, CA 91605
213-985-5000

Western hotline

Dave Eropkin battles with Mark Ellis in the DeAnza Open Pro class. Eropkin won that and also took the 250cc Pro class.

three-way duel for the first four laps, then Eropkin passed Ohl and concentrated his efforts on Ellis. For the next eight laps it was elbow to elbow for the two Yamaha riders, but Ellis managed to hang on to his position. When they crossed the finish line, it was Ellis, Eropkin, Ohl and Greg Stone (Yam).

The early laps of round two saw the same story. Ellis was in the lead while Ohl and Eropkin diced for second. Eropkin was on the gas, however, and by the halfway point, he was pushing Ellis hard. With five laps left, Eropkin saw his opportunity and jumped into first place. Ellis followed in second place for the rest of the race.

Brian Hoffman was another 250cc rider in the Open class. At the start of Open Novice moto one, he put his 250 Suzuki in the lead and then took off. Anthony Cunningham (Suz) followed in second.

In round two, Mike Taylor got the holeshot riding Ray Arnold's "Aberg Replica" Yamaha 500. He led until the last two laps of the race, when Hoffman rocketed by. Buddy Bittner got third in that race. In the last moto, it was Hoffman all the way. Bittner and Taylor got second and third.

The Open Beginner class had a familiar name on top. Eddie Michetti (Mai), the 12-year-old terror from the Mini class, went 1-2-1 to capture first overall. David Krastel (Yam) took the second moto, but ran into trouble in the other two and wound up with third behind Tom Bauus (Yam).

Tom Hodgin (Suz) did it to the 125cc Beginners one more time. He totally dominated all three motos, proving that he doesn't intend on remaining a Beginner very much longer. Joey Thomas (Suz) ran a consistent 2-5-3 to take second overall ahead of Richard Hoffman (Suz) and Gary Cranford (Yam).

Results

MINI BEG: 1. Danny Wilson (Suz); 2. Todd Parker (Suz).
MINI NOV: 1. Gary Rose (Yam); 2. Fred Salas (Yam); 3. Scott Amy (Yam).
100 BEG: 1. Jim Pattersoon (Yam); 2. Chad Werner (Yam); 3. Mickey McDonald (Suz).
125 BEG: 1. Tom Hodgin (Suz); 2. Joey Thomas (Suz); 3. Richard Hoffman (Suz).
125 NOV: 1. Bob Rowell (Suz); 2. Mike Osenbaugh (Yam); 3. Paul Nagel (Yam).
125 INT: 1. Bill Olsen (Suz); 2. Chuck Beck (Suz); 3. Don Jackson (Yam).
125 EX: 1. Huff Hadley (Suz); 2. Robert Gray (Yam); 3. Todd Baldwin (Suz).
250 BEG: 1. Lewis Hardy (Yam); 2. Marty Fiore (Suz); 3. STan Northington (Hon).
250 INT: 1. Bob White (C-A); 2. Chip Tanke (Mai); 3. Dave Phillips (Yam).
250 EX: 1. Dave Eropkin (Yam); 2. Scott Quick (Suz); 3. Paul Ballow (Suz).
OPEN BEG: 1. Eddie Michetti (Mai); 2. Tom Bauus (Yam); 3. David Krastel (Yam).
OPEN NOV: 1. Brian Hoffman (Suz); 2. Mike Taylor (Yam); 3. Buddy Bittner (Yam).
OPEN EX: 1. Dave Eropkin (Yam); 2. Mark Ellis (Yam); 3. Dave Ohl (Suz).

McMillan masterful at Speedway 117 HSMX

By Rod Eschenburg

CHULA VISTA, CA, MAY 31

With one race remaining in the 1978 Coca-Cola/San Diego High School Motocross Series, it is virtually certain that Santana High School will be the first repeat champion in the five year history of high school motocross competition in the San Diego area. Again, as last year, Santana fielded a well balanced team of riders who were consistent in their ability to all gain top five overall finish positions each week. Only one rider, 125cc Junior Greg Fenton, has scored a win this season, and no rider is in the top 10 in individual points! This Wednesday night, El Capitan scored three victories and Santana did not have a rider in the top three in any class, but still Santana gained 10 points in the overall point standings.

The outstanding rider of the evening again had to be Junior rider Tracy McMillan of El Capitan. McMillan scored his third straight two-for-two sweep in the 125cc Juniors and the 500cc Juniors. McMillan was in his final night of Junior competition since his Intermediate card is now in the mail!

The 125cc Intermediate class was another Scott Meyer benefit as the sole Crawford High rider scored his third straight two-moto sweep over a very strong field. Morse's Chris Harrold ran a close second and took a come-from-behind 250cc Intermediate win.

The outstanding class of the night was the 250cc Pros with Clint Hardick of Monte Vista taking a close one from David Gerig and Tony Gomez. After a runaway win in the first moto, Hardick found himself in third place in the second round with Gerig in the lead and Gomez second, making a three-way tie situation with Gerig having the overall. Finally after pecking away at Gomez's second-place lead, Hardick was able to make a quick pass on Gomez in the fifth lap and held on for the second spot and the win, although "Tony the Tiger" made several of his patented "Banzai" moves to almost regain the second spot.

Results

500 PRO: 1. David Gerig (Suz); 2. Chuck Maurath (Kaw).
250 PRO: 1. Clint Hardick (ASA-Hon); 2. David Gerig (ESC-Suz); 3. Tony Gomez (Yam).
125 PRO: 1. Randy Hess (FMF); 2. Terry Shekell (ESC); 3. Scott Anderson (ESC).
500 INT: 1. Matt Carter (Yam); 2. Ron Tuzinsky (Hus).
250 INT: 1. Chris Harrold (Yam); 2. Dan Worley (PCS); 3. Mark Day (Mai).
125 INT: 1. Scott Meyer (Suz); 2. Chris Harrold (Suz); 3. Bill Curran (Yam).
500 JR: 1. Tracy McMillen (Suz); 2. Dennis Dunn (Yam); 3. Mike Fry (Yam).
250 JR DIV 1: 1. Bill Silvers (Yam); 2. Carter Wright (Suz); 3. Jay Fox (C-A).
250 JR DIV 2: 1. Scott Weinbrandt (Hon); 2. Gordon Dawson (Yam); 3. Kevin Shean (Yam).
125 JR DIV 1: 1. Bobby Vrhel (Yam); 2. Mark Varney (Yam); 3. Steve Bolger (Suz).
125 JR DIV 2: 1. Gene Anderson (Suz); 2. Mike Borun (Yam); 3. Dan Tron (Yam).
125 JR DIV 3: 1. Tracy McMillen (Suz); 2. Glen Sorenson (Suz); 3. Bob Caulfield (Yam).
WOMENS OPEN: 1. Jaycen Zvirbulis (Yam); 2. April Dunlap (Suz); 3. Marty Baker (Suz).
100 INT: 1. Ken Coon (Yam); 2. Woody Carlson (Yam).
100 JR: 1. Gary Rodriquez (Yam); 2. Scott Hamilton (Yam); 3. Greg Benson (Yam).
MINI JR: 1. Terry Murray (Suz); 2. Brooks Dunlap (Suz); 3. Darryl Surprenant (Suz).
COCA COLA/SAN DIEGO HIGH SCHOOL 1978 MOTOCROSS TEAM CHAMPIONSHIP TOP TEN: 1. Santana (1616); 2. El Capitan (1404); 3. Monte Vista (1026); 4. Morse (950); 5. Mission Bay (924); 6. Mt. Miguel (733); 7. Torrey Pines (624); 8. Montgomery (536); 9. Clairmont (338); 10. Granite Hills (321).

Cole cops a pair at AME night MX

By Lee Taylor

VALENCIA, CA, JUNE 2

Eddie Cole (Kolbe C-A) started off a night-long winning streak by gathering a super pair of wins in the Open Pros, then returning in the 250cc Pro race for another overall win at American Motocross Enterprises' Indian Dunes night motocross.

John O'Mara, runner-up in the AME 125cc Pro class, leads winner Bobby Jones through an Indian Dunes corner.

He started off in command of the Open Pros in the first moto with Steve Rawson (Mai-Cole Bros.) right on his tail followed by Bill Hagen on a Yamaha for Murry's Accessories. Hagen had Dave Haugh, pushing his Maico to the limit, trying to pass him. Hagen fought Haugh desperately, while Cole opened up a beautiful lead.

Hagen and Haugh took on the track side by side, until finally Haugh took over alongside the desert. Coming in for the moto's end, Cole led the way with Rawson in second and Haugh third.

The second time out, Cole once more jumped into the lead and this time found Hagen on his tail. Haugh, beset with mechanicals, didn't appear and Hagen kept Cole in his sights all moto long. Rawson was staying on top of Hagen and had his hands full fighting off Dean Taylor with Steve Kelso keeping the pressure on both of them. Heading in for the checkered flag, Cole led the way with Hagen strong in second and Taylor moving into third. Cole took down top dollar for the night, second overall went to Hagen and third to Rawson.

Cole, on a Can-Am for Kolbe, returned to the line for the 250cc Pro race. At the start of the first moto Dave Haugh and Cole fought for the lead to the top of the hill. Haugh pulled ahead with Eddie in second, Dean Perry in third and Craig Cole closing in for fourth.

Peter Snorteland, riding a new Kawasaki for Thrill Seekers, gave his sponsors more than they bargained for. On the start he had been pressuring Cole and Haugh, carving a high berm for himself at the top of the hill, then went down in the turn at the bottom of the drop-off and had to retire.

Haugh, who had been away from racing for awhile was running a strong and fast race, when, coming along the fence line, Haugh flew off his bike. He ran back along the track to remount and try to catch Eddie but DNF. Craig Cole, now in third, was going for it! It was a battle of Can-Ams with Craig closing on Dean Perry in second. A blaze of orange enveloped the track as Craig came up alongside Perry, out for a chance to take on his brother, Eddie. Coming down to the checkered flag, Eddie flew across with a strong lead, leaving Perry and Craig Cole to do battle for second, down to the last minute, with Perry holding off Craig.

The second time around, Eddie led off the line, once more with Haugh riding shotgun and sandwiched in by Craig Cole. Both Eddie and Haugh pulled away and continued their own duel for the lead until Haugh finally pulled the lead out from under him. Craig Cole had his own duel going with Tom Burgess, moving in fast in fourth. These two dueled down to the end with Burgess barely holding onto fourth and keeping Perry behind him.

Eddie Cole had enough points for the overall win, second overall went to Craig Cole and third to Perry.

Results

125 BEG: 1. John Bosh (Yam); 2. Rick Adams (Yam); 3. David Simpson (Yam).
250 BEG: 1. Dave Young (Yam); 2. Dennis Reid (Mai).
MINI JR: 1. Don Kokinda (Yam); 2. Robert Laughlin (Yam); 3. John Gomez (Suz).
100 JR: 1. Ron Norwoods (Suz); 2. Gary Keichenbach (Yam); 3. Bobby Wright (Suz).
125 JR DIV 1: 1. Brian Alexander (Suz); 2. Willie McMahan (Suz); 3. Bob Schultz (Yam).
125 JR DIV 2: 1. Mark Zehosky (Suz); 2. Ken Lee (Suz); 3. Greg Atkinson (Yam).
125 JR DIV 3: 1. Chip Mannings (Hon); 2. Tim Candlish (Yam); 3. Steve Shover (Suz).
125 JR DIV 4: 1. Terry Anderson; 2. Eddie Caldwell (Yam); 3. Rodney Wolf (Suz).
250 JR DIV 1: 1. Chris Schiller (Suz); 2. Jim Neubauer (H-D); 3. Ted Kalnas (Suz).
250 JR DIV 2: 1. Kelly Reid (Yam); 2. Bill Ham (Suz); 3. Brian Branson (Suz).
500 JR: 1. Warren Pierce (Suz); 2. Ruben Roman (Yam); 3. Dave Spring (Hus).
MINI INT: 1. Zoli Meszaros (Yam); 2. Eddie Green (Suz); 3. Billy Fullmer (Yam).
100 INT: 1. Richard Ising (Yam); 2. Shawn Lane (Yam).
125 INT DIV 1: 1. Dana Berg (Suz); 2. Ed Eckert (Suz); 3. Don Bizzy (Suz).
125 INT DIV 2: 1. Greg Martinez (Suz); 2. Jeff Prieur (Yam); 3. Bill Recchia (Suz).
250 INT: 1. Scott Curtis (Yam); 2. Mark Parkerson (Suz); 3. Chris Mallory (Suz).
500 INT: 1. Mike Niccum (Mai); 2. Phillip Niccum (Mai); 3. Dennis Murry (Yam).
MINI EX: 1. Erik Kehoe (Yam); 2. Pat McConnell (Yam).
100 EX: Andy Meszaros (Yam).
100 PRO: Jim Simons (Yam).
125 PRO: 1. Bobby Jones (Suz); 2. John O'Mara (Suz); 3. Rob Peeples (Kaw).
250 PRO: 1. Eddie Cole (C-A); 2. Craig Cole (C-A); 3. Dean Perry (C-A).
500 PRO: 1. Eddie Cole (C-A); 2. Bill Hagen (Yam); 3. Steve Rawson (Mai).
WOMEN'S DIV: Pat Holland (Suz).
VETERANS: 1. Keith Phillips (Suz); 2. Dennis Smith (Suz).

Gomez, Miller, Williams top CMC MX

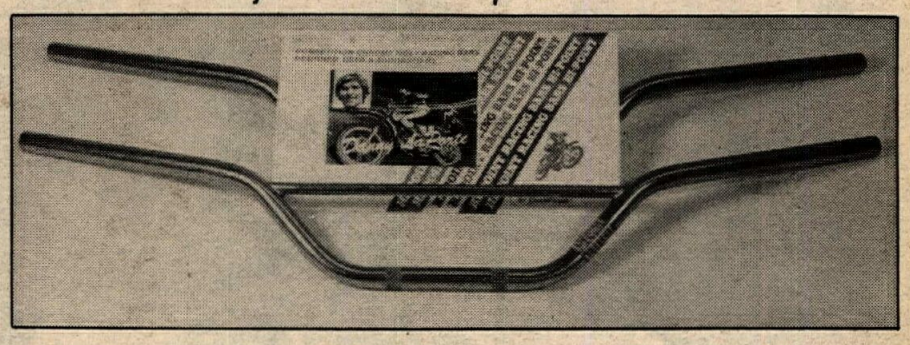
By Mark Kariya

ORANGE, CA, JUNE 4
The rider turnout at Continental

HI-POINT
HI-POINT RACING PRODUCTS

"CHAMPIONS" LINE OF CHROME MOLY RACING BARS

Featuring The Danny LaPorte Bar



Suzuki ace and current 500cc M-X leader has a superior bar for the RM's. In gold anodized chrome moly, these superior LaPorte bars will fit the RM like a glove.

OTHER "CHAMPIONS" BARS FROM HI-POINT
*BOB HANNAH *MARTY SMITH *JIMMY WEINERT *JACK PENTON

HI-POINT RACING PRODUCTS
3709 W. Erie Ave., Lorain, OH 44053
P. O. Box 2327, Amarillo, TX 79105
9604 Oates Dr., Sacramento, CA 95827

CHARITY NEWSIES
FOR THE KIDS!
RIDERS QUALIFY SUNDAY-JUNE 25th PIT GATE OPENS 8 A.M.
$20,000.00 Prize Money
10 MILE NATIONAL CHAMPIONSHIP MOTORCYCLE RACES
SUNDAY JUNE 25th...2 P.M.
OHIO STATE FAIRGROUNDS...COLUMBUS, O.
CAMEL PRO SERIES
"The Greatest Show on Cycle Wheels"
AMA
Requests for Press Credentials to:
BETTY BROWN-263 CHARLESTON AVE. -COL'S, O. 43214

RIDE WITH THE FAST ONES
DISTRICT 37 COMPETITION RIDER
AMA AMERICAN MOTORCYCLIST ASSOCIATION
For coming MOTOCROSS, DESERT, SCRAMBLES & Enduro events
CALL
RACERS Hot Line
714-898-1529

Don't hate yourself in the morning — sleep till noon

KTM
1977 250 World MX Champion

ROLF TIBBLIN
WORLD CHAMPION
RACING PRODUCTS
PO BOX 937 ESCONDIDO, CA 92025
(714)741-6051
Write for info about the new "Series II" MX gloves & the Tibblin MX School

Western hotline

Floyd Burke (9R) and Vince Van Hook keep close tabs on each other during the 250cc Pro race at CMC Saddleback.

Moto-sports Club's Saddleback motocross was smaller than normal, due mainly to the Bel-Ray USGP of Motocross at Carlsbad. Those who would rather ride than watch, though, came out for valuable CMC points.

In the 125cc Pros, Tony Gomez (Franks) came to the gate three points behind class leader Brian Meyerscough, who was absent today. Hungry to make the most of the situation, Tony gassed the four-year-old bike into the lead, which he held the rest of the moto.

Behind him, Paul Thede (SOP), Alex Downs (Suz), and Tim Tolar (Suz) traded positions for the first half-dozen laps, then settled down, finishing the moto in that order.

Gomez went to the front spot immediately in the second moto, also. Tolar and Thede followed, but Tolar began being hampered by a rear tire that was losing air after three laps.

The flat forced Tolar out on the 11th lap, conceding second spot in the moto to Thede, with Gomez getting his first Pro win.

Tolar was ready for the rest of the 250cc Pros on his Suzuki, but Dave Miller, on a Bassett-sponsored Yamaha, seemed even more so. He led the first lap and every one after. In fact, all three Pro class winners led every lap in their motos.

Tolar finished the first 250cc Pro moto in second while Clint Hardick (Hon) and Dave Gerig (Escondido Suzuki/Ocean Pacific/Tibblin Racing-sponsored Suz) filled out the next two spots.

Moto two saw Miller jet his Yamaha into the lead again. Gerig, Tolar and Hardick followed and stayed in those positions to the checkered flag.

In the first 500cc Pro moto, it was David Williams (Mai) all the way. The second moto saw Val Tamietti (Track'N'Travel Mai) get the holeshot, but Williams was right behind and snuck by underneath the trees.

Gerig rode in third spot, pursued by Ardon Hadley (Mai) during the last half of the moto. Hadley, not wanting to miss that second place money, pulled a switch on Dave on the final lap, though.

Results

MINI JR: 1. Mike Lockwood (Suz); 2. Si Vokov (Yam); 3. Tony Asa (Suz).
MINI INT: David Crigler (Suz).
100 JR: Kelly Bishop (Yam).
100 INT: Robert Omectin (Yam).
125 PRO: 1. Tony Gomez (Fra); 2. Paul Thede (SOP); 3. Alex Downs (Suz).
125 INT: 1. Ted Hoyt (Suz); 2. Zach Halopoff (Suz); 3. Matt Tedder (Suz).
125 JR: 1. Mike Rinaldi (Suz); 2. Mike Nishita (Yam); 3. Pete Rinaldi (Suz).
250 PRO: 1. Dave Miller (Yam); 2. Tim Tolar (Suz); 3. David Gerig (Esc).
250 INT: 1. Burt Wald (Suz); 2. Philip Taboada (Mai); 3. Jeff Lysdale (Hon).
250 JR: 1. Don Edwards (Mai); 2. Todd Williams (C-A); 3. Pat Hampton (Kaw).
500 PRO: 1. David Williams (Mai); 2. Ardon Hadley (Mai); 3. Val Tamietti (Mai).
500 INT: 1. Mike Niccum (Mai); 2. Scott Walker (Suz); 3. Mike Lauzon (Mai).
500 JR: 1. Brad Thompson (Mai); 2. Steven Van Zant (Mai); 3. Mike Guerra (Mai).

Taylor, Lunde, Jennings top CMC Carlsbad warm-up

By Patti Firth-Trotter

CARLSBAD, CA, MAY 28

This was the last week before the *big* event: the Bel-Ray USGP of Motocross at Carlsbad and the folks were zipping around the track trying to get things wired. For the first time in ages, Continental Moto-sport Club ran the entire GP course.

For the people watchers, Olympian Bruce Jenner was out and about on his Kawasaki getting the feel of things before the parade lap for the GP. Adding to the already hyped mood of the races was a very large purse and double points. For the Juniors and Intermediate riders finishing first in their divisions, CMC was giving cassette players away.

David Taylor, now riding for Marconi Racing, holeshot the first 125cc Pro race. The next riders around the Suzuki Tower were Suzuki's Brian Myerscough, Lemon Grove Suzuki rider "Little" Mike Tripes, Terry Shekell (Escondido Suz) and Flying Machine Factory-sponsored Jeff Ward. A hairy pileup at the hair-pin left a mass of downed riders to get themselves unscrambled. None were hurt.

On the second lap Rick Maki (Q&E) moved to fourth with FMF Suzuki mounted Tim Lunde holding off sixth-place Tony Gomez and the Roo. Jeff Ward, plagued by bad luck was rapidly fading with a spoke through his rear tire. By the seventh lap Taylor had a seven-second lead on Myerscough. Lunde was now in third with Maki fourth. On the eighth lap, Lunde was out of contention with a bent swingarm and thrown chain. Taylor and Myerscough were uncatchable.

The hot dice for the race was between Gomez and Ward. Even with a spoke through the tire, Ward was keeping the machine wide open. Gomez managed to hold third place until the last few feet of the race when Ward whipped by him Maki and Scott Anderson, Escondido Suzuki took the five/six slots with Mike Tripes, who had battled with a stuck throttle the entire race coming in next.

Taylor was again the first rider to get going for the second moto. Myerscough, Shekell, Gomez and Lunde were ahead of Paul Thede (SOP) and Jeff Ward. Taylor opened up his lead with each lap.

Myerscough held on to second for four laps until Gomez and the Roo ripped around him. Fourth-place Shekell was wide open and rapidly catching Myerscough. After flying over the whoops and manuevering the hairpin under the bridge Shekell dialed on a little more power than Myerscough and third place now belonged to Terry. Ward and Tripes were holding strong to the fifth and sixth places. By lap eight, Shekell had second with Gomez now forced to hold off Myerscough. When the 10 laps were completed, Taylor had chalked up another CMC win and added a bunch of bucks to his bank account.

Twenty-five of the finest riders around were on the line when the gate dropped for the first of the 250cc Pro motos. Again it was Taylor leading with Maico master Steve Blackman glued to David. Myerscough and Tibblin Racing Products' David Gerig getting the jump on John Buhl and his Honda.

After a few laps of traffic thinning, Blackman was out with a bad case of heat stroke and Moto-Meister Maico mounted Tim Lunde was in third. Peter Wanket (Yam) and Dave Miller (Bassett Yam) were in heavy contention for fourth. As the two flew off the downhill, they tangled sending both down. Miller was up and gone but Wanket was down hard. He had

re-broken his leg only two weeks after getting the cast off.

Taylor continued to lead with Lunde now in second and Myerscough and Honda riding Mitch Musgrave holding off another of Karl's Moto-Meister riders Dale Anderson. In the sweeper in fron of the scoring booth, Taylor had the chain come off his Honda and Lunde lunged for the lead. Miller had gotten around Musgrave and Anderson for third. Finishing the race after Lunde, Myerscough and Miller were Musgrave, Anderson, Taylor and Buhl.

The start of the second moto was murderous — as the pack came to the turn John Buhl's Honda was up on the rear wheel when the forks literally exploded off the machine, sending John crashing to the ground in bad shape. Parts of the bike were scattered all over the start straight, with the fork springs being at least five feet away from the rest of the front end.

When the dust had cleared from the crash Tim Lunde was in command of the lead with David Taylor a strong second. Brian Myerscough and FMF newcomer Lee Ramage were dicing for control of third. By the third lap Myerscough had it and Dave Miller was in fourth. These positions did not change for the rest of the race. Lunde took home the larges part of the payback.

Val Tamietti took his Track N Travel Maico to the lead in the first of the Open Pro races only to have Jeff Jennings jolt his Maico to the lead, one which he never relinquished. Luke Messer, also on a Maico, moved to the second spot where he rode until the sixth lap when David Gerig grabbed his spot. David stayed in second with Husqvarna hotshoe Chip Howell, former District 38 number one motocrosser, locked into third. Bob Maxwell (Mai) finished ahead of Messer. Montesa-mounted Jeff Browning crossed the finish line ahead of Steve Walker (Yam).

The second round was again a Jennings-led race, this time with Tamietti giving him the nudge. Messer and Gerig followed the whole race coming across in the three/four slots giving Robert Marino (Yam) and Bill Jewell (Mai) the next points.

Results

MINI JR: 1. Mike Yeakel (Suz).
100 JR: 1. Charlie Walker (Yam); 2. Jim McCarley (Yam); 3. Gilbert Reyes (Yam).
100 INT: 1. Vanya Samarin (Suz).
100 PRO: 1. Malcolm McCassy (FMF/Suz).
500 PRO: 1. Jeff Jennings (WS/Mai); 2. David Gerig (TRP/OP/Suz); 3. Luke Messer (Mai).
500 INT: 1. Jim Hanley (Mai); 2. Craig Robertson (Suz); 3. Chris White (Yam).
500 JR: 1. Philip Lucidi (RM); 2. Jeffery Powell (Mai); 3. Danny Schlossberg (Yam).
250 PRO: 1. Tim Lunde (MM/Mai); 2. Brian Myerscough (Suz); 3. Dave Miller (Bass/Yam).
250 INT: 1. David Fisher (Suz); 2. Phillip Taboada (Mai); 3. Mike Shadoan (Suz).
250 JR: 1. Kevin Shean (Yam); 2. Alan Painter (Hon); 3. Roger Oin (Mai).
125 PRO: 1. David Taylor (LOP/Suz); 2. Tony Gomez (Roo); Brian Myerscough (Suz).
125 INT: 1. Scott Johnson (Suz); 2. Hayward Flynt (Suz); 3. Chris Harrod (Suz).
125 JR: 1. Michael Fisher (Suz); 2. Jesse Harmon (Suz); 3. Robert Rogers (Hus).

Jannings tops AME Sprockets night MX opener

By Lee Taylor

BAKERSFIELD, CA, JUNE 3

The 125cc Juniors opened the American Motocross Enterprises 1978 Summer Season of night racing at Sprockets Park with all the pizazz and sparkle of the Fourth of July. Emerging the winner was Reed Prosser aboard a Suzuki for Moore Productions.

Brian Alexander led a wild pack of riders in the first moto with Jim Lager (Yam-Pop's Pocket) in second, Brian Williamson holding down third and Prosser in fourth. Throughout the moto riders were taking on the track two and three abreast, notably, Alexander, Prosser and Williamson, running in the top three positions respectively. They continued this triple madness right down to the wire, holding their positions. Crossing the finish line, they piled up on the track, then untangled their bikes to prepare for the next attack.

The second time around Prosser took command as a heavy duel for second was shaping up between David Neal, Williamson and Billy Noland. Down to the end it was close between these three as Prosser held firm for the overall win. Second overall went to Neal and third to Williamson.

Andy Jannings, on a Maico for Cole Brothers, simply walked away with the 250cc Pro race.

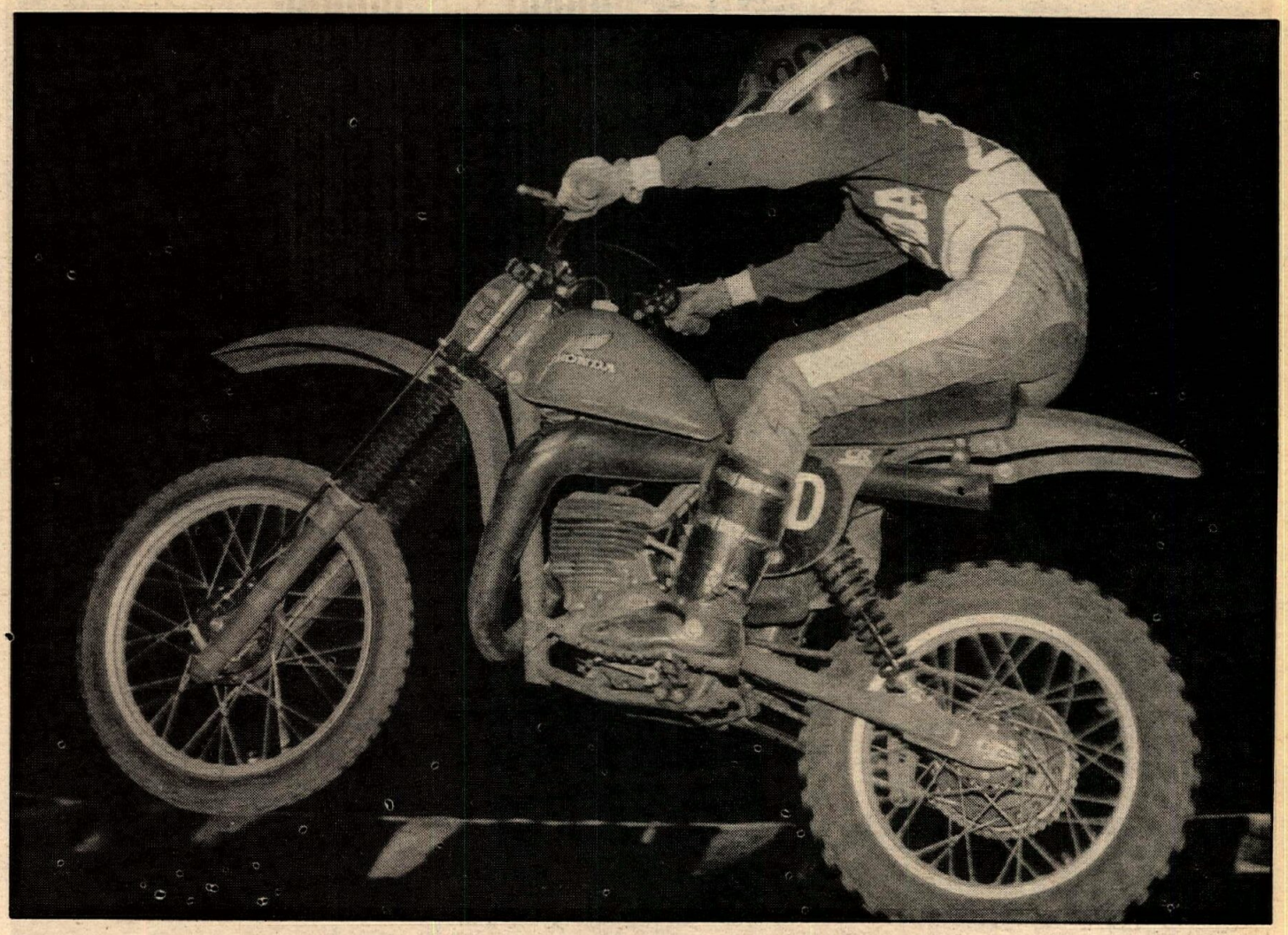
Jannings took control at the start of the first moto with Jim Franklin running a strong second, getting a bit radical although and almost losing control. In third, Milan Garrett (Mon-Garrett's MX) had a wheel-to-wheel clash going with Bruce Lindquist. When the checkered flag signaled the end of the moto, Jannings sailed across with a wide open lead, followed by Garrett and Franklin.

The second time off the line, Jannings once more took control with Doug Lawrence (Yam-Yamaha of San Luis Obispo) in second. As Jannings opened a superb lead, a neck-and-neck race for second came down between Lawrence and Garrett. Finally breaking away, Garrett set out after Jannings and continued his chase to the end with Lawrence holding third. Jannings took home top money with second overall going to Garrett and third overall to Lawrence.

Jerry Shore, astride a Suzuki, took home top dollar for the 125cc Pros after two fast and hairy motos, placing second each time. Bobby Jones (CH Suz) and Jeff Stubblefield were second and third.

Results

125 BEG: 1. Duane Langston (Suz); 2. David Sweat (Yam).
MINI JR: 1. Skip Godinez (Suz); 2. Andy Ellis (Suz); 3. John Carpenter (Yam).
100 JR: 1. Don Cordle (Yam); 2. Darin Vanderpool (Yam); 3. Bobby Wright (Suz).
125 JR: 1. Reed Prosser (Suz); 2. David Neal (Hus); 3. Brian Williamson (Yam).
250 JR: 1. Dennis Rushing (C-A); 2. Doyle Reid (Yam); 3. Tom Brooks (Yam).
500 JR: 1. Ernie Reid (Yam); 2. Carl Casanova (Yam); 3. Clifford Stack (Hus).
MINI INT: Chris McCauley (Yam).
125 INT: 1. Tony Fazio (Yam); 2. Mike Gary (Yam); 3. Jerry Boyd (Yam).
250 INT: 1. Darren Oliver (Yam); 2. Stacy Magorian (Hon); 3. Mike Lopez (C-A).
500 INT: 1. Darren Oliver (Yam); 2. Dennis Murray (Yam).
100 EX: 1. Mike Yafchak (Yam); 2. Randy Harden (Yam).
100 PRO: Robert Marks (Suz).
125 PRO: 1. Jerry Shore (Suz); 2. Bobby Jones (Suz); 3. Jeff Stubblefield (Suz).
250 PRO: 1. Andy Jannings (Mai); 2. Milan Garrett (Mon); 3. Doug Lawrence (Yam).
500 PRO: 1. Jim Denson (Yam); 2. Steve Williams (Suz); 3. Mike Rochester (Yam).
VETERANS: David Rogers.



Devon Farley flies through the night in CMC Ascot action. Farley was fourth 250cc Junior.

Bradshaw Bros. blast CMC Ascot MX

By Tom Corley

GARDENA, CA, MAY 24

The rider turnout declined a bit this evening in Continental Motosports Club motocross racing at Ascot Park. Out of four races, though, the response this year has been very good with nearly 200 competitors per race. Nevertheless there were still 14 full classes that made for a full night of action.

As in the case of most motocross races, the 125cc Junior classes consisted of a totally full staring gate. In the second division there were 18 who waged war with one another. Included in this group were the Bradshaw brothers. Both Rick and Dave are starting to be noticed because they have been quite consistent in the past weeks. Rick was the man who claimed the show this time and he got the jump on the group right away as he soared out in front in the first moto. Brian Alexander settled in second place and edged out Fred Nichols while Dave Bradshaw managed fourth.

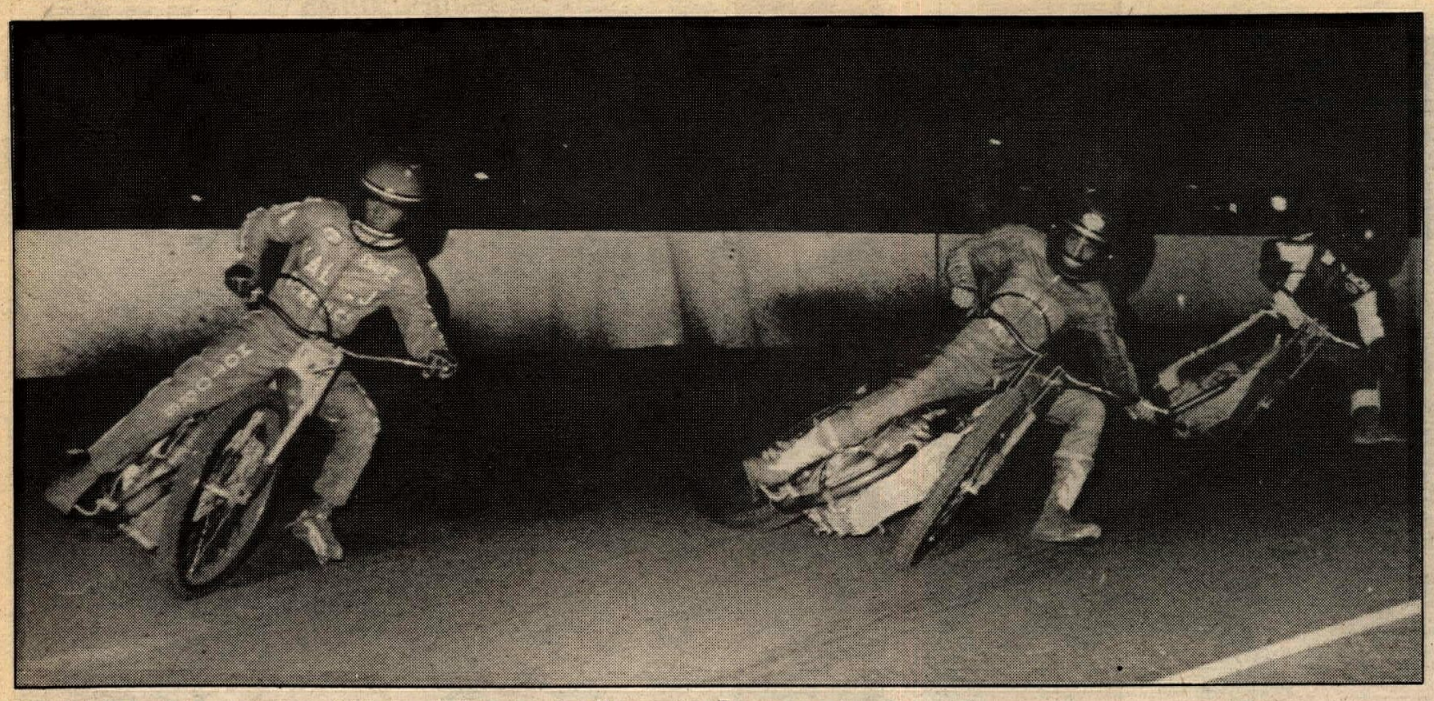
Seemingly unworried by all of the other people, Rick Bradshaw blasted out ahead of the rest once again in the second moto and this gave him the top honors. Fred Nichols advanced one position higher while Dave elevated himself in this race as well and finished third. Alexander got caught in the traffic and was shoved into the fourth position. Overall it was a very involved race with a lot of place swapping. Rich Bradshaw went home with another win to his name Fred Nichols was second and place just ahead of Brian Alexander and Dave Bradshaw.

Nichols was second and placed just ahead of Brian Alexander and Dave Bradshaw. ●

Results

MINI JR: 1. Ray Hernandez (Yam); 2. Duane Summers (Yam); 3. Scott Graham (Yam).
MINI INT: 1. Ronnie Eversole (Suz); 2. Tim Shelton (Suz).
100 JR: 1. Danny Matis (Yam); 2. Robert Gonzalez (Suz); 3. Kerry Day (Suz).
100 INT: 1. Glen Roden (Yam); 2. Robert Omectin (Yam).
125 JR DIV 1: 1. Mark Wood (Suz); 2. Ken Alford (Suz); 3. Denny Davidson (Yam).
125 JR DIV 2: 1. Rick Bradshaw (Hon); 2. Fred Nichols (Suz); 3. Brian Alexander (Suz).
125 INT: 1. Forrest Hayashi (Suz); 2. Bill Myers (Suz); 3. Bob Cochran (Suz).
125 PRO: 1. Tim Lunde (Suz); 2. Todd Peterson (Suz); 3. Glenn Page (Suz).
250 JR: 1. Chuck Cheek (Yam); 2. Keith Fennell (DMG); 3. Jerry Zimmer (Suz).
250 INT: 1. Phillip Taboada (Mai); 2. Pat Hagerty (Yam); 3. Rick Davis (Hus).
250 PRO: 1. Joe Plante (Mai); 2. Gary Jones (AMX); 3. Jeff Browning (C-A).
500 JR: 1. Scott Van Dyke (DMG); 2. John Wood (Yam); 3. Charlie Walters (Yam).
500 INT: 1. David Servais (Yam); 2. Ed Walters (Yam); 3. Scott Doty (Hus).
500 PRO: 1. Jeff Jennings (Mai); 2. Bill Rubly (Mai) 3. Mike Rochester (Yam).

NORTHERN DATELINE



Dave DeTemple took Pam "Pinkey" Bennett's bike out at Sacramento.

Jimbo Filice (6) led the 250cc Experts at N

Faria doubles at NorCal Speedway opener

By W. H. Spencer

SACRAMENTO, CA, MAY 26

Mike Faria opened up the Northern California Speedway season Friday in Sacto by winning both Cal-Expo mains on his Frank Diaz-tuned, Karl's Motors, Cycle Gear Jawa.

A good turnout of racers were on hand despite the Memorial Day weekend. As the hour for racing approached the PA system was checked, found not to work and it appeared that the whole Cal-Expo fairgrounds were going to be out of action.

Jeff Collard started out with a wire-to-wire first Handicap heat win, while Ron McGill kept a 40-yard start for the second win.

Randy Davis held off the hard charge of Mike Faria in the third heat, while Rick Delacy took the fourth heat.

Division II heats went to Gene Hubbs over Marv Webster, and lovely Pam "Pinky" Bennett.

Handicap semis went to Dave DeTemple over Richie McMurray and Collard, and Davis took the second over Charlie Morse and Faria. Lance King took the first Junior heat over Harlan Bast while Steve Lucero, decked out in new leathers, beat little Bart Bast in the second.

Eddie Ingels jumped out of the Junior ranks and into the big Division II and won that event.

Scratch heats were up with Rich McMurray winning the first over Duane Yarrow, while teamster Marty Benck took the second over Cliff Ball. Mike Faria led the third heat with Paul Orlandi second, and Charlie Morse won the fourth over Ron McGill.

McMurray and Morse had a super semi, but McGill got by at the checkered, putting Orlandi and Ball into the Consi. Marty Benck won the other over Faria as Mike had to do some fancy riding over McGill and Yarrow, who went off to the Consi as well.

Little Bart Bast led the first lap of the Junior Handicap Main, but it was Mike Cryer the winner when Lance King and Steve Lucero had their usual race until Lucero berserked it trying to get underneath and lost it.

Gene Hubbs passed Pete Stohrer for the Division II win with Pinky Bennett in third.

On the second lap of the Handicap Main, Randy Davis caught traction at the wrong spot and rocketed into the fence. The red came out with Jeff Collard leading Faria, but a restart was in order. Collard again led with Faria catching up over DeTemple and taking the lead on the fourth lap to win easily.

After the trophy stuff it was time to pick for the Scratch Main, and when Faria got the pole it was nearly a foregone conclusion that the fast Richmond kid was starting out the new season just where he left off last fall, the total winner. Out of the hole he came, the red, white and blue Cycle Gear colors completely in control. Charlie Morse and Rich McMurray had the good race for second with the Benck Racing Ltd. taking the second. Marty Benck slipped it wide in one turn and had to back in for fourth.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Rich McMurray; 3. Charlie Morse.
SCRATCH CONSOL: 1. Duane Yarrow; 2. Ron McGill; 3. Paul Orlandi.
HANDICAP MAIN: 1. Mike Faria; 2. Jeff Collard; 3. Charlie Morse.
JR MAIN: 1. Lance King; 2. Harlan Bast, Jr; 3. John Cryer.
DIV II MAIN: 1. Gene Hubbs; 2. Peter Sthorer; 3. Pam Bennett.
HANDICAP HT 1: 1. Jeff Collard; 2. Paul Orlandi; 3. Rich McMurray.
HANDICAP HT 2: 1. Ron McGill; 2. Dave DeTemple; 3. Denny Pyeatt.
HANDICAP HT 3: 1. Randy Davis; 2. Mike Faria; 3. Denny Robinson.
HANDICAP HT 4: 1. Rick Delacy; 2. Marty Benck; 3. Charlie Morse.

Bast best at Auburn

By W. H. Spencer

AUBURN, CA, MAY 27

Mike Bast proved his reign in Class A Speedway in the opening round of Saturday night action at Auburn fairgrounds in front of a near capacity crowd. Bast won both the Scratch and Handicap Main, riding for Sparky Edmonston & Lectron, Garden Grove Datsun, Villa Realty, Bel-Ray, Circle Ind., Champion Plugs, Select Vans and Bates.

With Southern California riders aplenty, the racing was exquisite. Leading out the Handicap heats was Mike Faria, winning the first over Ron McGill.

Bobby Schwartz put it to the boys in the second heat with Denny "Choo-Choo" Robinson following.

Rick Delacy led out the third but the U.S. National Champ reeled him in and took the lead with Mike Lupold in third.

Don Loveless hung on his 20-yard handicap until the last lap as Rich McMurray passed for the win in the fourth heat.

Robinson led the first two laps of the first semi, but Faria slid by for the checkered, with Yarrow making up half the main. Bast did in Delacy the same way. Loveless got the second with McMurray hustling in for the third and last main spot.

In the Division II Main it was all Harlan Bast's way after he got by Gene Hubbs in the one rough spot of the track that kept "Pinky" Bennett from a better finish.

Mike Cryer looked like a winner in the Junior Main, but Steve Lucero dialed him in on the last lap to take it.

Yardage was the key to the Handicap Main, with mostly 40 and 50-yarders. It was Horsey Loveless the leader for the first two, but Bast proved the best in the strain and Faria couldn't muster up the stuff to get by the competition until too late to take second, dragging along McMurray for third.

Scratch heats were the best, with excellent speedway racing in all events. Rich McMurray won the first heat over Robinson, while Bast was best in the second over Charlie Morse. Mike Faria took all four go-rounds of the third over mighty Marty Benck and Bobby Schwartz robbed Steve Nutter of the win in the fourth round.

BRL teamsters found themselves squared off for the first semi and put on a great show that no one thought could be topped. But in the second semi Faria led out Bast for the number two corner and you would have thought it was a National with Faria staying in the middle with big roosts while Bast looked for a way around. The cagey Bast displayed the reason he is the best by waiting until the last possible moment to gas it and got underneath for the pass, but just couldn't eek it out and Faria was the winner by inches.

Shrills and quivering were the order of the night for the main with Faria pulling the outside and a bad shot off the turn. McMurray tried to reel in the fast fleeing Bast, but to no avail and gave it over to teammate Benck who closed it up. It was for naught, and Bast proved to the assembled that he really is the best.

Results

SCRATCH MAIN: 1. Mike Bast; 2. Marty Benck; 3. Mike Faria.
SCRATCH CONSOL: 1. Steve Nutter; 2. Bobby Schwartz; 3. Charlie Morse.
HANDICAP MAIN: 1. Mike Bast; 2. Mike Faria; 3. Rich McMurray.
HANDICAP CONSOL: 1. Bobby Schwartz; 2. Rick Delacy; 3. Steve Nutter.
DIV II MAIN: 1. Harlan Bast, Sr.; 2. Mark Prince; 3. Pete Stohrer.
JR MAIN: 1. Steve Lucero; 2. Lance King; 3. Mike Cryer.

Learn wins two at Fossil Bowl MX

By Butch Pharness

CLARKIA, ID, JUNE 4

The first race of a season that will last through October was held at Fossil Bowl, with Ross Learn of Mica, WA, going home as the top rider of the day after winning the 100 and 125cc "A" classes.

The big race of the day was the 250cc Pro class. The first moto saw Bob Danielson and Kelly Rambo out in front for half the race. Rambo pressured Danielson until Danielson fell and took Rambo down as well. Rick Gage had been coming on strong and he went on to take the moto win.

Gate and Danielson led the start of the second moto, with Gage going on to take the win. John Mattocks ended up second overall ahead of Danielson.

The next race is June 18.

Results

JR MINI: 1. Wheat Kruger (Ita); 2. Shaun Pentland (Hon).
MINI B: 1. Tom Kaufman (Yam); 2. Richard Harvey (Yam).
MINI A: 1. Ken Jones (Yam); 2. Rick McCall (Yam).
100cc: 1. Ross Learn (Suz); 2. Nick Clark (Yam); 3. Randy McCall (Yam).
125 B: 1. Barry Blevins (Suz); 2. Mike Longmire (Suz); 3. Dwight Ells (Yam).
125A: 1. Ross Learn (Suz); 2. Nick Aktepy (Yam).
250B: 1. John Brabb (Hon); 2. Jim Tompkins (Yam).
250B: 1. Rick Gage (Hon); 2. John Mattocks (C-A); 3. Bob Danielson (Hon).
OPEN: Steve Powell (Suz).

Day dazzles Newman rough stuff

By W. H. Spencer

NEWMAN, CA, MAY 21

Sunday was to be the opener of the smooth short track at Newman, but it wasn't really worth it. The recent rains left the near-

yman, but Keith Day (18) came from behind to win.

by river up near flood stage and a very nasty track that was never right the whole day.

Keith Day took the big win in the 250cc Expert class on his Salinas Kawasaki rig, but only after Jimbo Filice gave up the lead in a thriller crash in the rough stuff that was supposed to be called a race track. Jimbo led out the main on his Yamaha and had everything going at the halfway point when the large hole that made up turn three and most of four ate him up. Day, coming off the back row, took it all to good advantage, winning easily over Dave Faria and, returning after months off due to a mistake at Daytona, Dave Busby in third.

Buddy Robinson was the best equipped for the day, running a 21-inch trials tire on the front of his Yamaha TT 500 and doing the only real passing of the day to win the Open Expert over Dwayne McCaslin. Mike Hayward beat out the ancient BSA of Bill Henson in the Junior and Mike Pate took the Novice.

Tim Wallace won the 250cc Novice over Randy Glaze and Bob Perkins while Frank Garcia made it two for two winning the 250cc Junior over locals Jeff Mason and Scott Baker.

Doug Chandler won the 80cc class over Jack Barton and Chris Carr, but it was Vance Sherfield the winner in the 100cc class. John McCready made it another first and another step closer to a Junior card.

Dave Pettit beat out Joe Pimental in the 125cc Novice while Al Winkler and Debbie Rocha were the only Juniors. Lovely Kelly Parker survived a spill to win the 175cc Novice with Mike Hayward, also falling in the big hole, winning the Junior.

Results

60 MINI: Kurt Chandler (Ita).
80 NOV: 1. Frank Freitas (Yam); 2. Hector Alcala (Yam); 3. Dwayne Dobson (Yam).
80 JR: 1. Kelly Fischer (Yam); 2. Shawn Reyna (Yam); 3. Kevin Fernandez (Yam).
80 EX: 1. Doug Chandler (Yam); 2. Jack Barton (Yam); 3. Chris Carr (Yam).
100 NOV: 1. John McCready (Yam); 2. Hector Alcala (Yam); 3. Chris Roehlk (Yam).
100 EX: 1. Vance Sherfield (Yam); 2. Doug chandler (Yam); 3. Jack Barton (Yam).
125 NOV: 1. Dave Pettit (Suz); 2. Joe Pimental (Yam); 3. Doug Garcia (Yam).
125 JR: 1. Albert Winkler (Yam); 2. Debby Rocha (Yam).
175 NOV/JR: 1. Kelly Parker (Car); 2. Mike Hayward (Yam).
250 NOV: 1. Tim Wallace (Bul); 2. Randy Glaze (Bul); 3. Bob Perkins (Coo).
250 JR: 1. Frank Garcia (Kaw); 2. Jeff Mason (H-D); 3. Scott Baker (C-A).
250 EX: 1. Keith Day (Kaw); 2. Dave Faria (Yam); 3. Dave Busby (H-D).
500 NOV: 1. Mike Page (Yam); 2. Phil Meyenberg (Yam).
500 JR: 1. Mike Hayward (Yam); 2. Bill Henson (BSA).
500 EX: 1. Buddy Robinson (Yam); 2. Dwayne McCaslin (Bul).

JT, Jr. wins one for Pop

By W. H. Spencer

LODI, CA, MAY 20

Some 14 years after the death of motorcyclist Archie Clark, the Stockton area clubs of District 36 put on their annual benefit event for another member of its community, John Tavis, Sr., who was seriously injured at the San Jose half-mile last July. John Tavis, Jr., won the big bike class and one of Jerry Griffith's super trophies, and presented it to mother Tavis. The event was another success and should help the Tavis family with bills. JT, Sr. is recovering well and was in attendance. Despite being on crutches, he was seen having a very good time.

With nearly 250 riders, it looked almost like the good old days of many classes and good racing, and when it was two a.m., everyone knew it was just like the old days with all night going-ons, protests, tear-downs and even some card pulling.

Kurt Chandler started off the main event proceedings winning the 60cc Mini that led into Steve Mitchell winning the 80cc Novice over John West and Antone Mellow. Doug Chandler made it a double for the night, winning both the 80cc Expert and 100cc Expert with ease.

Tracy Hays took the 125cc Novice affair over Bill Arbogast. Former Mini kid Mark Key won the 125cc Junior over Fred Winters and Dave Boyles.

Boyles went on to win the 250cc Junior over Ted Rouse and Dante D'Ambruoso, while Jon Eichelbaugh continued his domination of the 250cc Novice class, winning over John Phillips.

The big class of the night was once again the 250cc Expert. It was Kim Jorgensen getting the best part of the green light and leading all laps over Alex Jorgensen, the guy who won the National at Ascot. Keith Day and Jimbo Filice fought over third with the Pro Junior beating out the 15-year-old whiz kid. Emory Gray held off the hard charge from Rich Arnaiz.

Bill Stephen and his Bul were the winner in the 360cc Novice class over Russ Luhdorff, while Gabe Burrola rode mom's 360 Yamaha to the 360cc Junior win over Dave Lehman. Jim Mahoney got the best part of the 360cc Expert main over Rafe Heath.

Denny Spence continued to lead the plate point guys around with a 500cc

J. C. Agajanian Presents:

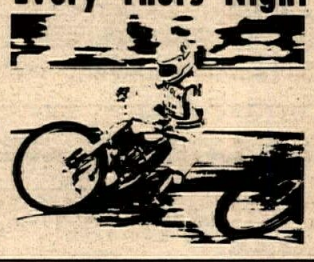
AMA AMERICAN MOTORCYCLIST ASSOCIATION

HALF-MILE PROS
ON THE BIG BIKES!
SUMMER SERIES

FRIDAY, JUNE 16 & 30, 8 pm

7:30 PM
MOTO X
EVERY WED NIGHT
CMC

SPEEDWAY
8 PM
Every Thurs Night

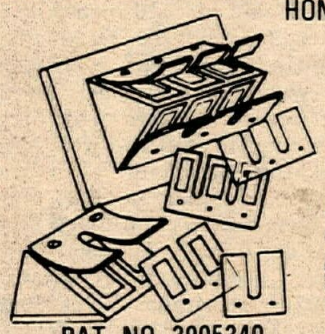


J. C. AGAJANIAN'S FAMOUS Ascot
(213) 323-1142
(213) 321-1100
18300 VERMONT
GARDENA
Datsun, Official Car Of Ascot Park

"WHERE THE HARBOR, SAN DIEGO AND 91 FREEWAYS MEET"

BOYESEN VENTED DUAL STAGE REED
Distributed Exclusively by LIMANTOUR CORPORATION
SUPER PERFORMANCE FOR SUZUKI, YAMAHA, HONDA & KAWASAKI

As used by Roger DeCoster, Gerrit Wolsink, A.C. Baaken, John Savitski, Mark Blackwell, Bob Hannah and Team Yamaha, and many other well known MX stars.



PAT. NO. 3905340

- Greater horsepower.
- Better throttle response.
- Wider power band.
- Easily installed. (Replaces the original equip. reeds).
- Vented reed opens sooner and wider for better low and top end performance.
- Fits: Suzuki, Yamaha, New '78 Kawasaki, Honda.
- Price:
  - ☐ Suzuki 9.95
  - ☐ Yamaha, Kawasaki (4 Pedal reed) 19.45
  - ☐ Yamaha, Kawasaki, Honda (6 Pedal reed) 25.95

LIMANTOUR CORP.
4539 Hamilton Blvd.
Allentown, Pa. 18103 • Phone 215—398-1886
See your dealer or
Call us, we send C.O.D. orders.
Pennsylvania residents add 6% State Tax.

Thinking of selling the ol' scoot - Cycle News Want Ads

OLDER MODEL HONDA PARTS
75% Under Dealer Cost!
Limited Supply
Honda of 36th Street
3100 N.W. 36th Street, Miami, FL
305/634-4582 Telex: 6811154 VEHON

CMS
COUNTERSPROCKET MFG. SERVICE
(415) 961-2446
2134 Old Middlefield Way
Mountain View, Ca. 94043
CHUCK COLE

LUFT SHOCKS
CANOGA PARK, CA.
7831 Alabama St. #1
Canoga Park, CA 91304 213-341-0448

Sammy Tanner Distributing
LUBRI-TECH
213-924-2111

malcolm smith
MOTORCYCLES
THE HUSQVARNA SPECIALTISTS
7563 Indiana
Riverside, CA 92504
714-687-1300

CH
PERFORMANCE PRODUCTS
8225 Remmet Ave. Canoga Park, CA 91304
213-888-4950

Mike Patrick's
YAMAHA of CORONA
1101 E. 6th. St., Corona, CA
(714)735-7721

Husqvarna
Sales, Service, Parts
We have one of the most complete lines of Husky parts and accessories in the country
T & O Yamaha
24020 Narbonne Ave.
(Torrance/Redondo area)
Lomita, CA 90717 213-534-2311

NORTON
BSA AJS
TRIUMPH
RICKMAN
LUCAS
AMAL
SMITHS
GIRLING
BRITISH MOTORCYCLE PARTS
LARGEST STOCK IN THE USA
WE SHIP COD ANYWHERE.
CALL FREE 800-854-0493 (EXCEPT CA)
British Spares Ltd.
601 SO. EAST ST., ANAHEIM, CA 92805 714-635-5802

Pressure Balanced
Fork Seals
"New Teflon Coated"
Life Time Guarantv
Ken Ross Inc.
Distributor
galary wholesale
1010 N. Olive, Anaheim, CA 92801
714-991-9641

MOTO-X FOX
520 McGLINCY LANE,
CAMPBELL, CA 95008
(408) 371-1221

For Jawa-CZ
1340 Hacienda Blvd.
La Puente, CA 91744
213-330-6171

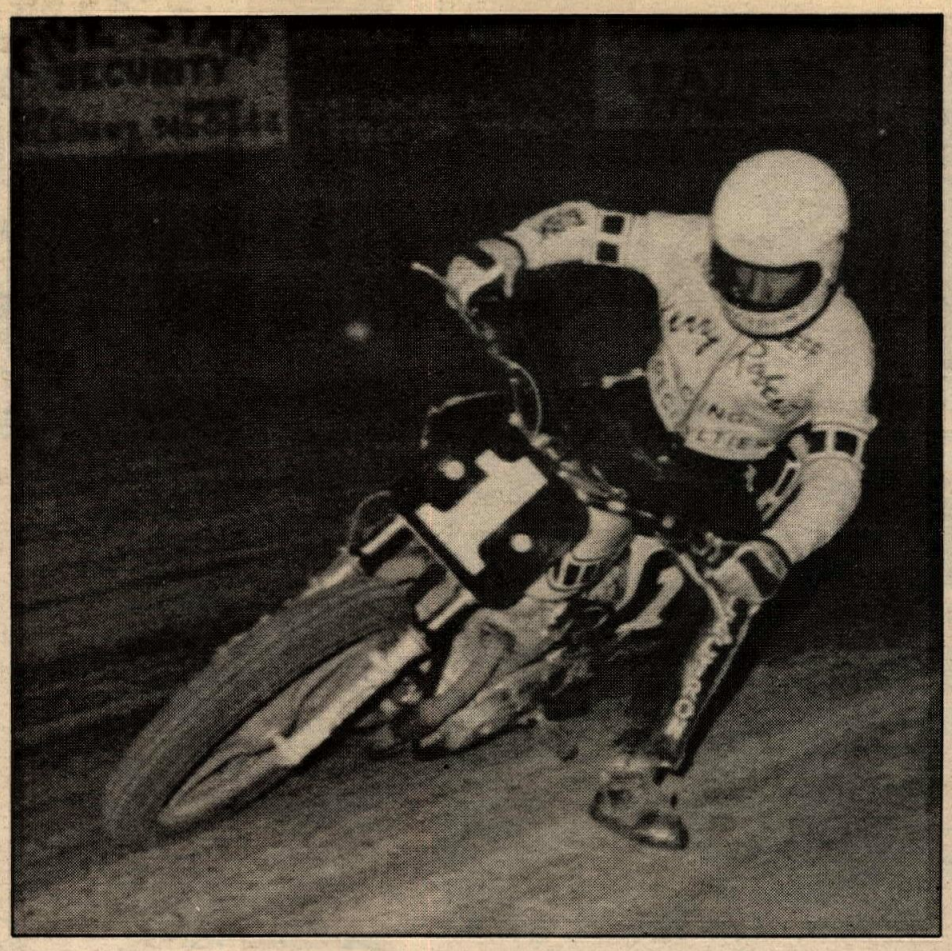
CSC
Montesa
can-am
KTM
Competition Service Cycles
(213) 831-1279
1244 N. Gaffey St., San Pedro, CA 90731

Service • Parts • Sales
DMG
We Race & Service them all
1505 S. Pacific Ave., San Pedro, CA
213-832-6844/833-1301

Service • Motorcycle Sales
MAICO
Parts • Accessories
Track 'N Travel, West
2663 E. Colorado Blvd. Pasadena, CA 91107
213-795-2711

ALBA HONDA
KTM
BULTACO
MAICO
328 El Camino Real
Encinitas, CA 714-436-9771

NORTHERN DATELINE



Jeff Haney had a disappointing night at the Archie Clark Memorial.

Expert win on his quick TT 500. Dallas Davis took second over Emory Gray, John Tavis and John Jones. Darrell Thompson emerged 500cc Junior winner over Tom Knight, and John Phillips beat out Bill Knight in the Novice portion.

Open bikes were once again out in numbers, the first of the season with 25 Expert-ranked 40-inchers in attendance. Tavis got the fast line over Phil Vitale in the tree turn and took it all the way home, while Buddy Robinson settled in third with Steve Brandt riding to fourth over Matt Rohr and Mike McDonald.

An expected duel in the main between these runners and Black Plate number one Jeff Haney never materialized, despite Haney winning his heat. In the annual Black Plate race, his cards were lifted for an alleged rough riding violation that went on the very unpopular side of things. Haney had showed up on a KR 750 TT monoshocker that KR himself had ridden last year, and was extremely fast for his first-ever 40 ride.

Russ Sosa was glad he came back to the racing beat, taking the Open Junior, while Jim Bonner left the last race a winner taking the Open Novice over Beau Marciel.

Results

60 MINI: Kurt Chandler (Ita).
80 NOV: 1. Steve Mitchell (Yam); 2. John West (Yam); 3. Antoe Mellow (Yam).
80 EX: 1. Doug Chandler (Yam); 2. Chris Carr (Yam).
80 JR: 1. Dwight Linch (Suz); 2. Tom Knight (Suz).
100 NOV: Hector Alcala (Yam).
100 JR: 1. Gary Coit (Yam); 2. Randy Fisher (Yam).
100 EX: Doug Chandler (Yam).
100 NOV: 1. Don Jones (Suz); 2. Mike Morton (Yam).
125 NOV: 1. Tracy Hays (Suz); 2. Bill Arbogast (Suz).
125 JR: 1. Mark Key (Yam); 2. Fred Winters (Hon); 3. Dave Boyles (Hon).
175-200 NOV: 1. Jerry Linch (C-A); 2. Paul Brooks (Yam).
250 NOV: 1. Jon Eichelbaugh (Yam); 2. John Phillips (Yam).
250 JR: 1. Dave Boyles (Hon); 2. Ted Rouse (C-A); 3. Dante D'Ambruoso (Yam).
250 EX: 1. Kim Jorgensen (C-A); 2. Alex Jorgensen (C-A); 3. Keith Day (Kaw).
360 NOV: 1. Bill Stephen (Bul); 2. Russ Luhdorff (Hon).
360 JR: 1. Gabe Burrola (Yam); 2. Dave Lehman (Yam).
360 EX: 1. Jim Mahoney (Hon); 2. Rafe Heath (Hon).
500 NOV: 1. John Phillips (Yam); 2. Bill Knight (Yam); 3. Scott Strom (Yam).
500 JR: 1. Darrell Thompson (Yam); 2. Tom Knight (Suz); 3. Ron Dean, Jr. (Yam).
500 EX: 1. Denny Spence (Yam); 2. Dallas Davis (Yam); 3. Emory Gray (Yam).
OPEN NOV: 1. Jim Bonner (Tri); 2. Beu Marciel (Yam).
OPEN JR: Russ Sosa (Tri).
OPEN EX: 1. John Tavis (Tri); 2. Phil Vitale (Nor); 3. Buddy Robinson (Tri).

Usher seats Delta win

By Jan Newman

PORTLAND, OR, MAY 25

The Delta track was in excellent shape Thrusday night, but there are always those who can find a way to get off. Dave Mattila (Suz) did just that in the 100cc Junior. He battled the first moto with Tom Wilson (Suz) and Wilson came out on top. In round two Dave looked like he had it in the bag until the last lap, when he took one of those flying, tumbling, spectacular crashes. Tom went by for the lead, and came right back to win the 125cc Junior class.

Ted Bechtold (Yam) won the first 125cc Intermediate moto, then yielded to Doug Foster (Suz) in the second.

Both 250cc Intermediate motos were hotly contested. Matt Moore (Suz) led the first moto with Mark Moore (Hon) on his tail. Mark took over and Matt eventually yielded to Ron Long (KTM) and Mark Sun (Hus), who came through the pack like a freight train. Mark led all the way in the second moto, just barely ahead of Sun and Long.

The 125 and 250cc Pros ran together with the 125s started out front. Jim Anderson (Suz) again took the 125cc win. Barney Newman (Mon) led the 250s until he came up behind Richard Godfrey (Yam) on a 125 and tried to pass. Somebody zigged when he should have zagged and they both landed in a heap. Newman's bike was out of it. Karl Usher (Yam) put a second and first together for the win. Reid Goldmann (Hon) had a win and was chasing Karl when he dropped a chain.

James Epler (Yam) came out and ran away with the Open Junior class.

Montey Mitchell (Mai) and Barney Newman traded wins and seconds in the Open Pro.

Results

MINI JR: 1. Mike Hauskins (Yam); 2. Karl Dilday (Suz); 3. Corey Runyon (Suz).
MINI INT: 1. Jay Vice (Yam); 2. SEan Leichner (Yam); 3. Richard Bragg (Yam).
100 JR: 1. Tom Wilson (Suz); 2. Kenny Miller (Yam); 3. Richard Bragg (Yam).
100 INT: 1. Steve Corcoran (Yam); 2. Jeff Bechtold (Yam).
125 JR: 1. Tom Wilson (Suz); 2. Ron Wylder (Yam); 3. Don Dineen (Suz).
125 INT: 1. Doug Foster (Suz); 2. Ted Bechtold (Yam); 3. Marty Huddleston (Suz).
125 PRO: 1. Jim Anderson (Suz); 2. Richard Godfrey (Yam).
250 JR: 1. Scott Rinde (Yam); 2. Sam Azar (Yam); 3. Craig Wark (Hon).
250 INT: 1. Mark Moore (Hon); 2. Mark Sun (Hus); 3. Ron Long (KTM).
250 PRO: 1. Karl Usher (Yam); 2. Reid Goldmann (Hon); 3. Mark Ruple (Hon).
OPEN JR: 1. James Epler (Yam); 2. Guy Richards (Suz); 3. Larry Mason (Hus).
OPEN INT: 1. Mike Crandall (Yam); 2. Ron Long (KTM); 3. Bill Toland (Suz).
OPEN PRO: 1. Barney Newman (Mon); 2. Montey Mitchell (Mai); 3. Kim Williams (Yam).

Heiberger hauls for two at Fremont MX

By Paul Castoro

FREMONT, CA, JUNE 2

Jerome Heiberger brought out two proven motocross machines to Fremont's CMC/J'hont stadium-cross, taking home the lion's share of the Pro payback. Heiberger turned in convincing wins in both the 250cc and Open class competition.

In 125cc Pro action, it was a Larry Wosick (Yam) affair as he blasted the field. However, Wosick was denied a chance for two overalls as he was disqualified from 250cc action for a practice violation. Yamaha took the top two spots with Billy Johnson finishing second.

In the first 250cc round, young Neil Snarr, riding on a new Kawasaki, held off the repeated charges of Heiberger (Hon) to take the first eight-lap sprint.

The 250cc final was the recognized "hot" race of the night. After an ambulance delay, the tense 250s were gone in a cloud of dust. Pulling his second holeshot of the night was Bruce Manzoni on his Brian Otto-tuned CZ. Following Manzoni was Leonheat with Heiberger, Johnson and Snarr mixing it up. Manzoni's CZ held on for five laps until he was pressured out of the lead by the aggressive Heiberger. Leonheat took the moto victory with Heiberger, Johnson and Snarr following, assuring Jerome and Neil the top spots overall.

Heiberger really had no competition in the Open class as he powered his proven Maico to grab both motos, winning his second overall of the night.

Results

125 PRO: 1. Larry Wosick (Yam); 2. Billy Johnson (Yam); 3. Shawn Cady.
250 PRO: 1. Jerome Heiberger (Hon); 2. Neil Snarr (Kaw); 3. Leonheat (Suz).
OPEN PRO: 1. Jerome Heiberger (Mai); 2. Roeder (Mai); 3. Curt Wilcox (Yam).

Radical Ron roosts Bonneville

By Maxie Abernethy

SALT LAKE CITY, UT, MAY 19

The rear fender on the mount beneath Radical Ron Schaefer (Yam) waved a challenge of 'catch me if you can' as he roosted the Open Pro class Friday at Bonneville Raceway. Shane Burrows (Yam)

A 125cc Junior gets a little over anxious with his right wrist.

Mini Juniors mix it up at Bonneville Raceway.

thrashed his thumper in second until Mike O'Driscoll (Yam) slid past to romp with the Radical. Lap after lap of battling ended as Mike gained the lead with a corner short-cut which forced Ron to go wide.

The second round erupted with a duplication of the first heat, but this time Ron held it to the wire. Mighty Mike got a bit wild and went down for a closer view of the turf.

Tension mounted as they lined up for the third heat, but Ron kept his cool and shot the gate again. Mike began a deadly charge, first putting Lane Jensen (Yam) out of business, then jockeying with Wendell Surprise (Suz) to finally grab a bead on Ron. Mike dogged the leader, but Radical Ron held him off with super-charged maneuvering. Ron went for the checks and grabbed the high stakes. Mike stuck second and Burrows wound up a tight third.

Dialing the holeshot in the 250cc Pro class, Jammin' Jim East (Hon) held the throttle open and punched his mount to the hilt. Meanwhile, back in the pack, Eldon Copier (Hon) was feverishly working his way up and eventually slipped past Dale Bohm (Mai) to put the screws on Jammin' Jim. Copier wrested away the top spot and dusted the checks first.

Bohn counter-attacked in the second moto and strung his lead to the wire, leaving Copier to battle with John Archuleta (Yam).

Copier jumped into the spotlight when the third heat started and peppered the checkers first. Randy Sargent (Yam) attempted to snuff him out, but took out a row of flags instead. That left the door open for Bohm and he flew in for a second, with Archuleta bagging third.

Keith Gordon (Suz) made a bullish charge through the first turn when the 125cc Pros got underway, but was short-change by Ken Archibald (Suz), and then demolished with an endo. Archibald made a mad dash to the checkers.

Dan Lechtenberg (Yam) knocked elbows with Archibald in the second heat and those two got so involved with the skirmish they failed to see Eldon Copier (Suz) when he flashed by and streaked away winward bound.

The third moto blasted off the line and Copier found himself sharing the top place with Mike O'Driscoll (Yam) and the scheme to WFO the pack faded. They diced until Copier relinquished the lead to O'Driscoll and saved his endangered points from a possible zoom to the DNF bracket. O'Driscoll took the checks, but Copier got the big bucks with his 2-1 finishes. Second went to O'Driscoll and Archibald tagged third.

Snell Johnson (Suz) and Brent Gray (Yam) are constant contenders in the Mini Expert clash for front position and the leap-frog lead is interchanged continuously. Mark Gren's gorilla warfare tactics on his Yamaha awarded him the spoils after a fantastic ride and a WFO finish in the second heat. Gren's ride broke up the gruesome twosome and Johnson moved in first on the high stakes. Gren captured second and Gray snapped up third. ●

Results

OPEN PRO: 1. Ron Schaefer (Yam); 2. Mike O'Driscoll (Yam); 3. Shane Burrows (Yam).
OPEN INT: 1. Larry Butcher (Yam); 2. Troy Riet (Hus); 3. Wyn Forshee (Yam).
OPEN JR: 1. Stan Smith (Yam); 2. Doug Brown (Mai); 3. Scott Gustin (Yam).
250 PRO: 1. Eldon Copier (Hon); 2. Dale Bohm (Mai); 3. John Archuleta (Yam).
250 INT: 1. Kelly Smith (Hon; 2. Bart Mounteer (Hon); 3. Steve Taggart (Yam).
250 JR DIV 1: Craig Smith (Yam); 2. Scott Jewett (Yam); 3. Brent Maywell (Yam).
250 JR DIV 2: 1. Kenny Chrisiansen (Yam); 2. Bob Thomas (Yam); 3. Randy Gillett (Yam).
125 PRO: 1. Eldon Copier (Suz); 2. Mike O'Driscoll (Yam); 3. Ken Archibald (Suz).
125 INT DIV 1: 1. Darrick Katsilas (Yam); 2. Bronco Kammerman (Yam); 3. Matt Robinson (Suz).
125 INT DIV 2: 1. Brent Kunz (Suz); 2. Dave Clayden (Yam); 3. Troy Cox (Suz).
125 JR DIV 1: 1. Dave Hughes (Yam); 2. Pete Day (Yam); 3. Lee Halley (Yam).
125 JR DIV 2: 1. Kelly Stewart (Suz); 2. Brad Haycock (Yam); 3. Paul Price (Suz).
125 JR DIV 3: 1. Gordon Nelson (Suz); 2. Wade Thompson (Suz); 3. Sam Morton (Hon).
100 JR: 1. Rob DeMarco (Suz); 2. Neil Crosby (Yam); 3. Michael Freeman (Yam).
MINI EX: 1.Snell Johnson (Suz); 2. Mark Gren (Yam); 3. Brent Gray (Yam).
MINI INT: 1. Scott Godfrey (Yam); 2. Scott Johnson (Suz); 3. Shane Wilde (Yam).
MINI JR DIV 1: 1. Larry Butcher (Suz); 2. Bobby Gollaher (Suz); 3. Philip Bonome (Yam).
MINI JR DIV 2: 1. Jeff Thompson (Yam); 2. Mark McDonald (Yam); 3. Doug Wing (Yam).

Guaranteed Purse

$3000.00 +

Woodside Motocross Track

SANDPOINT, IDAHO

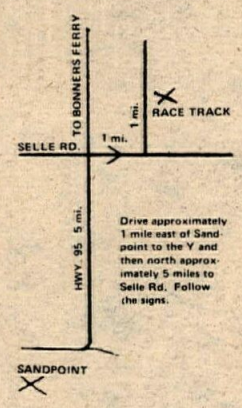
Sunday, July 2nd

125cc 250cc Open

Pro Only

$20.00 Entry Fee

Sign up	7:00—10:15 A.M.
Practice	9:00—10:15 A.M.
Pit Meeting	10:15 A.M.
Racing starts 10:30 A.M. (Sharp)	



SPECIAL EVENT . . .
100 cc Trophy Race Between
125 - 250 Class $8.00 Entry Fee

Qualifiers and consolation money if necessary.
No camping on Race grounds . . .
Samowen and Riley Creek State Parks On Lake Pend Oreille about 20 miles from Track.

$2.00 GATE ADMISSION
6 and under free admission

FOR INFORMATION CALL
1 (208) 263-4587 or
1 (208) 263-6515

SPONSORED BY
BRUSHRATS, INC.

HALLETT MOTOR RACING CIRCUIT, HALLETT, OK
AMA Semi Pro Road Race
June 24-25, 1978

Eligibility: All AMA road racing classes
Entry fee: $20.00 first class (this includes 1 driver pass and 2 crew passes) $10.00 for each additional class (no additional crew passes)

Purses will be awarded to GP classes according to participation. Top 40% of each class will receive awards.

Schedule: Saturday June 24	8:00 a.m.	Track opens, registration begins
	8:30 a.m.	Practice begins
Sunday June 25		Qualifying and 10 lap mains

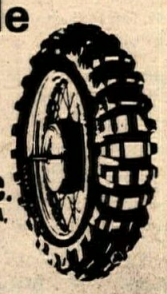
hallett
MOTOR RACING CIRCUIT

Business offices:
8117 East 46th,
Tulsa, OK 74145
Phone: (918) 664-4131

Hallett is located between Tulsa and Stillwater at the highway 99 exit of the Cimarron Turnpike. (Highway 64, 51).

Advertising that works

Discount Motorcycle Tires



WHY PAY MORE?

M/C TIRE WORKS INC.
26023 S. WESTERN AVE. LOMITA,
539-4150

The jersey you've been looking for
Shirt Jazz
You Design It
Dealer inquiries invited
778 No. McCarren Blvd.
Sparks, NV 89431 702-359-0663

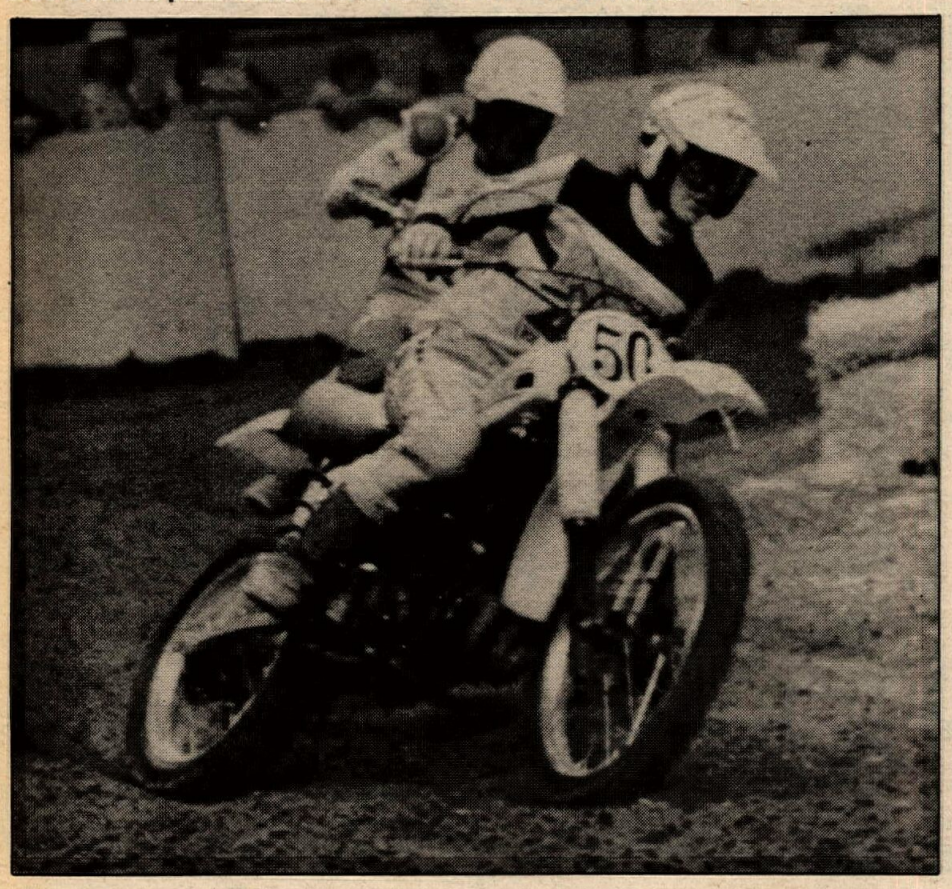
HUSQVARNA
Sales, Parts, Service
Now in Stock!!
250 OR
390 OR
Whittier Kawasaki
14043 E. Whittier Blvd.
Whittier, CA 90605
213-945-3494

Honda Triumph
Joe Sarkees Motorcycles
Try us for Triumph parts
UPS same day
2509 Broadway
Sacramento, CA 95818
916-452-5491
BMW

Central Pipeline

Arlo Englund sets his sight on his overall sweep in Denver.

Boo Stitcher pulls Carlos Serrano at Denver's first indoor event.



Englund sweeps three at Denver

By Scott Weiner

DENVER, CO, MAY 19

Arlo Englund amazed the crowd and fellow riders as he rode to three overall wins Friday night. Desert Productions West, in co-operation with the Sports Riders Association of Colorado, presented Colorado's first indoor motocross event, held in the Denver Coliseum.

In the first 125cc main event, Carlos Serrano pulled the holeshot with Albert Firestine and Arlo Englund in hot pursuit. Firestine made several attempts to get by Serrano, but was cut off by Carlos.

Englund seemed content to watch from third while Jay Rice would have been content just to see the leaders, as he got off the line toward the back of the pack and was far behind.

Englund's patience soon paid off as he took over second when Serrano forced Firestine down when he attempted to pass. Englund soon lost his patience and went to work on Serrano, sneaking by when Carlos was knocked over by a lapped rider. Serrano was slow to get up, and Firestine regained second to finish behind Englund.

The second moto looked all Englund as he got the holeshot, but Rice pulled off the line right on Englund's knobby, with Firestine in third. Serrano had problems on the start and was way back in the pack. Rice took advantage of a slow rider in front of Englund and took over first. Firestine began to threaten Englund's second spot, but as he made his move his engine stalled and Englund crossed the line behind Rice. Englund finished first overall.

In the 250cc class, Doug Frankos got the holeshot with Ralph "Boo" Stitcher and Carlos Serrano too close for comfort. Arlo Englund was far behind as he was knocked down just after the start. Stitcher powered by Frankos in a section of whoopdies and opened a lead. Frankos faltered again and Serrano took over second, with Englund on the move. Englund took over third after an incredible rally to catch the leaders.

Stitcher came to the approach of the biggest jump on the track wide open, hit a hole and went down. Serrano took the lead and put some tire tracks in Stitcher's back as he went by. Englund, now in second, closed the gap between himself and Serrano, but could not pass. Englund was not to be denied though, and he passed Serano in mid-air to take the lead at the finish line jump. Englund crossed less than two seconds ahead of Serrano.

Serrano got out first in the second moto, with Englund and Frankos behind. Serrano and Englund began to pull away from the pack as they set the pace. When Serrano and Englund began to lap riders, Carlos went down as he tangled with three of the slower bikes. Englund, with one first behind him, began to look for another. Frankos never became a threat to Englund as he crossed the line to take first overall honors.

In Open class action, Englund grabbed the holeshot in the first moto and immediately opened a comfortable lead over "Boo" Stitcher. Stitcher never was within striking distance as Englund rode to his win of the night.

With most of Englund's competition finishing back in the pack, the only man between Englund and three overalls was Stitcher, second in the first moto.

Englund seemed determined to beat Stitcher as he roared out of the gate in the second moto. Stitcher seemed determined to win the moto too, as he pulled out right on Englund's tail. Maico-mounted Roger Smith got off to a better start in third. Stitcher stayed close for the entire moto, but could not muster the power to get by Englund. Englund crossed the line first, taking with him close to $950 of the $4000 Expert purse.

Results

125 EX: 1. Arlo Englund (Yam); 2. Albert Firestine (Yam); 3. Jay Rice (Suz).
125 AM: 1. Tony Parndisn (Suz); 2. David Clabaugh (Yam); 3. Mike Ware (Suz).
250 EX: 1. Arlo Englund (Yam); 2. Doug Frankos (Yam); 3. Carlos Serrano (Mai).
250 AM: 1. Dave Danko (Suz); 2. Jay Johnson (Yam); 3. Jimmie Harrison (Kaw).
OPEN EX: 1. Arlo Englund (Yam); 2. "Boo" Stitcher (Yam); 3. Doug Frankos (Yam).
OPEN AM: 1. Steve Christler (Hus); 2. Rick Weisrahn (Yam); 3. Steve Harris (Yam).

KMSA scramblers take a swim

By Dick Ainsworth

KANOPOLIS, KS, MAY 29

A large turnout of fans and riders were on hand for Monday's KMSA championship event. as the Kanopolis track and grounds were in top condition. Kurt Armentrout now has the record for the largest Bass caught in the infield lakes, but if he would have left his pole in for another hour he might have caught a 200-pound Dan Brooks, who missed the first turn on the front straightaway and ended up playing submarine with his 500cc Yamaha.

Dan Hollingsworth took the early lead in the 125cc final, but Denny Byrne took over and began to open it up. Hollingsworth and Phil Culver went wheel-to-wheel in a battle for second until lap five when Byrne snapped a chain. Hollingsworth and Culver were now fighting for the lead as Jerry Hill and Kirk England also had a terrific battle for fifth. It was a good race down to the end with Hollingsworth winning.

In the 200cc final it was Danny Clarke and Chad Olinger out in front in a battle for the lead. The see-saw ended at the flag on lap five when Olinger snapped a rod and came to a stop. It was all Clarke's now as Jerry Hill and Mont McAllister battled it out for second.

Greg Bean jumped to the front in the 250cc final and built a super lead. Nobody could touch him unless something mechanical happened, and on lap four Bean's Yamaha quit. Bill Snyder, who had been scrapping it out with Mel Watson, inherited the lead. Snyder began to open it up as the Topeka Team of Tom Foster and Terry Francis moved up to hassle Watson. Both eventually got by, but Snyder was long gone.

Gary Lawrence took the lead in the 500cc final over Denny Byrne and a damp Mr. Dan Brooks. Gary Schlickeau got buried in traffic, but soon worked up to fourth and it became a four-way battle for the lead. On the third lap Slick tried to pass everyone in turn three, thus he and Lawrence came together and crashed in the creek. The race was red flagged and a single-file restart had Byrne and Brooks jumping to the front and opening up a large lead. Slick came from last to fourth as Byrne won it.

In the Open final, Tom Foster grabbed the lead over Tim Lindfors and C. D. Martin. On the fourth lap Martin took Lindfors on the front chute and began to close rapidly on Foster. On the sixth lap Martin elbowed past Foster on the inside going into the tight switchback and began to open it up considerably. But on the seventh lap Lindfors crashed hard and the race was stopped. After some time Lindfors got up and walked away. The officials called it a race and Martin was the winner over Foster and Mark Kumle.

Spencer smashes TWS record

By Mike Reilly
Photos by Chris Reilly

BRYAN, TX, MAY 21

Central Road Racing Club, holder of eight WERRA 1978 National Number One plates, hosted race three of its 1978 schedule at Texas World Speedway Sunday. The TWS three mile roadcourse consisting of the famed banking and the high speed infield, had its motorcycle lap record shattered by Freddie Spencer, Daytona Novice winner. He powered a recently acquired Yamaha TZ 750 E at a 97 mph average speed and a single lap record of 1:52 to break the old record by nearly three seconds. The old time was set during the Open Grand Prix battles between Tommy Byars and Jon Minnono.

Spencer, making his first 1978 CRRC appearance and his first-ever ride on a TZ750, was too much for the competition in Open GP. Fast Freddie won the 30-mile event by 20 seconds over Jon Minnono. Jon, holder of three Number One plates this year, just couldn't handle Spencer. Mark Jones was third.

Steve Darley won 250cc GP with a comfortable margin over the field. Darley was leading Freddie Spencer on the second lap when Spencer's Yamaha ignition soured, allowing Steve an unchallenged cruise to the flag. Finishing second was David Bearden as Mike Herzing barely edged Gerald Smith for third.

Darley and Bearden returned to dominate 500cc GP aboard their Yamahas with the results the same; Darley first and Bearden second. Earl Smith was third.

Jerry Hardy (Byars Suz) ran off and hid from Duncan Paul (Yam) in the early laps of the 200cc GP to beat Paul and Keith Braud.

David Langley (Yam) was the fastest entrant in 125cc GP with Keith Braud and Ted Byron (Hon) following.

Jon Minnono, 750cc Production National Champ the past two years, met his toughest opponent in 750cc Production and 750cc Superbike (modified production or cafe). Joe Patton has been the only rider in the nation to successfully handle Minnono and has beaten the famed Triumph ace. In 750cc Production action Patton holeshot the start and led Minnono by inches until the last lap, when Jon and Joe got into a shoving match in the final infield corners before heading up on the banking. Minnono managed to slip the Triumph in front of the Honda and then shook off Patton's draft to the flag for the win. Honda rider John Miick beat Greg Thoede (Suz) and Richard Patton (Hon) for third.

Minnono and Patton battled each other again in 750cc Superbike and the racing was again furiously close with the same results, Minnono over Patton.

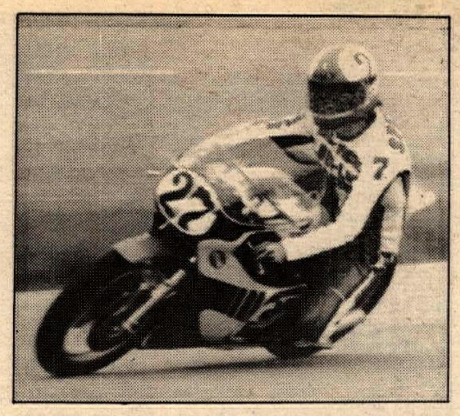
But Joe Patton was just warming up his trusty Honda and returned once more for action in Open Production. After another close dice, this time with Moto Guzzi rider Larry Robideaux, Joe found himself the winner. Greg Thoede beat John Miick for third to reverse their finishes from the 750cc Production event.

The 410cc Production class was the best race of the day and featured a four-rider battle for the win. When it was all over, Joe Patton on a Honda Hawk beat the Yamahas of George Grossman, Charles Brothers, and Tim McGuire. Staying in formation, each rider broke out of the pack to hold the lead at least once. The four were so close that at one time Brothers reached out and touched his buddy Grossman to assure him they were having fun. With two laps to go, Patton slipped off for a less-than-secure three-second advantage.

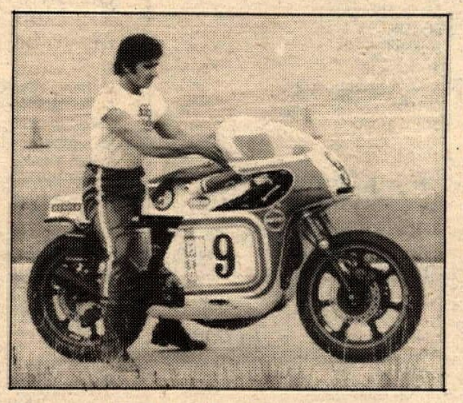
Paul Stephenson, known as Hogman, rode Black Magic, the D&D Enterprises 1000cc Honda Four, to beat Triumph-mounted Jon Minnono in Open Superbike competition. An awesome combination of nerve and horsepower were the trademarks of this duo as Paul sailed off to a 20-second margin. After a disappointing 1977 season, Hogman, D&D and Black Magic appear to be back in top form.

Mark Campise, 250cc Production National Champ, and Mark's teammate Andy Robbins provided another highlight. Early in the 410cc Superbike event, the two Hondas had to contend with Joe Buenneke until Joe dropped out. Left to decide the class win by themselves, Mark and Andy made it exciting to the finish as Campise drafted by Robbins to get the flag.

Speedsters Campise and Robbins returned their Honda thumpers for more gold in 655cc Superbike, but



Fast Freddie Spencer shattered the TWS M/C record.



National 750cc Production Champion, Jon Minnono

their private party was spoiled by Paul Stephenson (Hon). Stephenson had to contend with Andy Robbins most of the race, but was still the winner. Campise's mount was a bit tired and couldn't handle Joe Buenneke and his 400 Yamaha.

Charles Brothers won 655cc Production on his RD400 relatively easy, but the next four had a close battle for runnerup. Fred Prasatik, Tim McGuire, and Ronnie Ludsford held back Bucky Patterson (250 Can-Am) by using their top end advantage to offset the infield talents of Patterson.

There exists a fine but firm line separating Superbike (modified production) and Grand Prix machinery. Ken Childs and his TD 250 Yamaha rolled over that line and were disqualified from first place honors in 250cc Superbike. Duncan Paul, on a very quick RD 250 Yamaha, was second at the flag but number one in the results. Bucky Patterson fought off the challenges of Gerald Smith the entire race when his Can-Am seized 50 feet from the finish line, allowing Smith to grab eventual second while Bucky limped in to third.

Short tracker Bobby Goodin took his Can-Am to another win in the 250cc Production race by several seconds over Bucky Patterson and Gerald Smith. ●

Results

FORM 1-OPEN GP: 1. Freddie Spencer (Yam); 2. Jon Minnono (Tri); 3. Mark Jones (Yam).

FORM 2-500 GP: 1. Steve Darley (Yam); 2. David Bearden (Yam); 3. Earl Smith (Yam).

FORM 3-250 GP: 1. Steve Darley (Yam); 2. David Bearden (Yam); 3. Mike Herzing (Yam).

FORM 4-200 GP: 1. Jerry Hardy (Suz); 2. Duncan Paul (Yam); 3. Keith Braud (Hon).

FORM 4½-125 GP: 1. David Langley (Yam); 2. Keith Braud (Hon); 3. Ted Byron (Hon).

750 SUPERBIKE: 1. Jon Minnono (Tir); 2. Joe Patton (Hon); 3. Allen Johnson.

750 PROD: 1. Jon Minnono (Tri); 2. Joe Patton (Hon); 3. John Miick (Hon).

OPEN PROD: 1. Joe Patton (Hon); 2. Larry Robideaux (M-G); 3. Greg Thoede (Suz).

410 PROD: 1. Joe Patton (Hon); 2. George Grossman (Yam); 3. Charles Brothers (Yam).

OPEN SUPERBIKE: 1. Paul Stephenson (Hon); 2. Jon Minnono (Tri); 3. Allen Johnson.

410 SUPERBIKE: 1. Mark Campise (Hon); 2. Andy Robbins (Hon); 3. Charles Brothers (Yam).

655 CAFE: 1. Paul Stephenson (Hon); 2. Andy Robbins (Hon); 3. Joe Buenekke (Yam).

250 SUPERBIKE: 1. Duncan Paul (Yam); 2. Gerald Smith (Yam); 3. Bucky Patterson (C-A).

250 PROD: 1. Bobby Goodin (C-A); 2. Bucky Patterson (C-A); 3. Gerald Smith (Yam).

65[illegible] PROD: 1. Charles Brothers (Yam); 2. Fred Prasatik; 3. Tim McGuire (Yam).

What a relief! Cycle News direct to your house—every week.

CYCLE NEWS®

SUBSCRIBE NOW!

MAIL TO: CYCLE NEWS, 2201 Cherry Ave. Long Beach, CA 90801 or call (213) 427-7433

CYCLE NEWS (1 year).... $15. ☐ 50 ISSUES
CYCLE NEWS (2 years).... 27. ☐ 100 ISSUES
CYCLE NEWS (3 years).. 37.50 ☐ 150 ISSUES

Please send me the ☐ EAST or ☐ WEST edition.
This is a Renewal..... ☐
Please bill me..... ☐
I enclose check or money order..... ☐

Name (Please print legibly)

Address

City State ZIP

Please fill in your complete account number and card expiration date below:

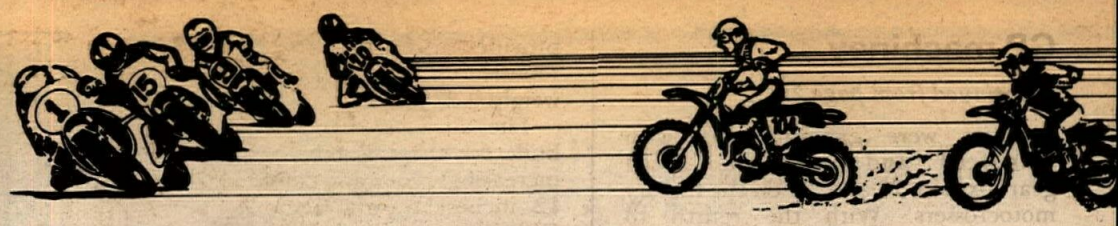
master charge

Card expires_____ Date of this order_____

Signature _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

RESULTS



Alaska State Championship Round One (SCATA) Buffalo Mines, AK May 14, 1978 By Steve Elliott

JR	
Mike Hartman	Hon
Kenny Becker	Yam
BEG	
Mark Hartman	Hon
John Becker	Suz
NOV	
Steve Pohl	Mon
Eric Zuspan	Mon
Fred Oehlert	Mon
LADIES	
May Oehlert	Mon
AM & EX	
Baxter Rustigan	Bul
Dan Zippay	Mon
Bernie Kale	Hon

Top 50 AMA D-37 Heavyweight standings

1. Gus Paull
2. Allen Johnson
3. Dick Camp
4. David R. Deichman
5. Norm Stuart
6. Roanld L. Bebo
7. Lee Elias
8. Robert W. Jones
9. Marvin Van Sickle
10. Charles Hermansen
11. Ron Hubbard
12. Arthur Knapp
13. Keith Soesba
14. Patrick J. Dempsey
15. Don Ogilvie
16. Harold King
17. Charles L. Morris
18. Warren B. Cooper
19. Jim Wells
20. Tom Morgan
21. Bob Delliplaine
22. Bruce Lewellyn
23. Bob Steffan
24. Bob McClelland
25. Tom Zarp
26. Jack L. Kaplan
27. Robert Stotts
28. John (Smokebomb) Gaetz
29. Bob Burch
30. Tom Estep
31. Vern Darland
32. Charles E. Walters
33. Suzuki Art
34. David L. Kolek
35. Lowell Goltra
36. Alyn Beckstead
37. Bob Perkins
38. Charlie Goodban
39. Mike Hinshaw
40. Noel Cobbs
41. Jim Peterson
42. Dave Call
43. Ran Hooper
44. Wayne H. Lumbattis
45. Dick King
46. Larry H. Reed
47. Cary R.M. Decker
48. Jim Collister
49. Buddy Richard Conner
50. Gordon Schmid

AMA D-36 Motocross Helvetia Park Sacramento, CA May 28-29, 1978 By Sallee Hilton

50cc MINI NOV	
Jeff Johnson	Suz
Steve McCrary	Suz
80cc MINI NOV	
Joe Kelly	Yam
Steve Machado	Yam
Emmett Ramirez	Yam
80cc MINI JR	
Chris Lewis	Suz
Kenny Roberts	Yam
Jeff McCrary	Suz
80cc MINI WX	
Tim Aston	Suz
100cc MINI NOV	
Larry Coleman	Suz
Jeff Baxter	Yam
Mike Bercier	Suz
100cc MINI JR	
Lance Coleman	Yam
Pat Piazza	—
Chris Lewis	Suz
100cc MINI EX	
Jimmy Souza	Suz
Howie Ross	Suz
POWDER PUFF	
Jan Cook	Yam
Katrina Wallis	Suz
Debbie Jamerson	Suz
100 NOV	
Wiley Graig	Suz
Ricky Gaarder	Yam
Dwayne Ramsey	Suz
VET NOV	
Jim Souza	Hus
John Linbarger	C-A
Fred Hubbard	Suz
VET JR	
Jerry Griswold	Mai
Ernie Cabral	Suz
VET EX	
Steve Machado	Yam
Jerry Jackson	Suz
OT NOV	
John Fuqua	Suz
Billy Hilto	Yam
Don McKenzie	Bul
125 NOV	
Stan Capps	Suz
Jerry Vierra	Suz
Kevin Gray	Yam
125 NOV	
Willy Vance	Suz
Carl Decker	Suz
Marvin Honeycutt	Kaw
125 NOV	
Beau Magly	Yam
Rick Cervantes	Suz
David Noell	Suz
125 JR	
Jay Cook	Yam
Freddy Bercier	Suz
Jimmy Robertson	Suz
250 NOV	
Jerry Gordon	Hon
Rick Van Zant	Suz
Chuck Runyon	Yam
250 NOV	
Terry Pogue	Yam
Greg Nash	Mai
Jim Stewart	Mai
250 JR	
Ed Cummins	Yam
Mark Zeissler	Mai
Steve Coffey	Suz
OPEN NOV	
Bob Shackelford	Hus
Perry Paton	Suz
Bill Strange	Mai
OPEN JR	
Jerry Jackson	Suz
125 EX	
Dan Turner	Yam
Jim Lesniewski	Suz
Dana Wacham	Suz
250 EX	
Pat Wilson	Hon
Laine West	Suz
Al Griego	Kaw
OPEN EX	
Bill Swartz	Mai
Dean Wiggins	Mai
Pat O'Donnell	Suz

Coors Trans-AME MX Series Final Sptsmn. Points Unofficial June 1, 1978 By Lee Taylor

	PTS.
MINI JR	
Kurtis Wilder	1661
Todd Hovater	897
Tom Stout	651
Paul Carpenter	570
Kirk Belto	508
Bobby Simons	372
James Bennett	270
Marc Concon	270
Mike English	230
John Carpenter	203
MINI INT	
Louie Franco	1710
Randy Dyer	1460
Chrsi McCauley	1060
Zoli Meszaros	760
Darin Powell	650
David Berlin	630
Shaun Holahan	310
Kenneth Ramos	290
Mark Rouff	210
Jack Greenberg	180
MINI EX	
Pat McConnell	1620
Erik Kehoe	900
George Holland	600
Jeff Stanford	480
Mark Nelson	340
Sam Storer	200
Don Licon	160
Don Best	150
Blake Reynolds	150
100 JR	
Randy Morales	1412
Todd Broussard	1361
Shawn Lane	865
Jeff Hendriksz	725
Troy King	485
Mark Clark	450
Cory Perrault	450
John Frampton	360
Paul Fitzgibbon	300
100 INT	
Randy harden	1830
Jim Coffey	1410
Tommy Bence	1370
Paul Cano	1340
Allen Sekeres	570
Bill Peterson	570
Allen Hopper	360
Dennis Baron	350
Darel Francis	200
Gry Vantassel	180
100 EX	
Andy Meszaros	1570
David Barberio	1440
David Baker	810
Mike Yafchak	540
Ricky Pearce	80
125 JR	
Scott King	835
Scott Yarbrough	790
Mark Moscrop	711
Glen Cave	672
Aron Matlock	640
Mike Wilson	630
Perry Cendro	580
Reed Prosser	535
Billy Noland	490
Scott Sanderson	456
125 INT	
Mike Scott	1452
Bill peterson	1270
David Baker	1152
Eric Graves	1080
Dave Sarian	985
Greg Boren	885
Mike Nance	666
David Barberio	526
David Hunt	521
John Drury	449
250 JR	
Randy Rogers	2040
Mike Price	1403
Brian Vargus	1089
Robert Crabtree	870
Fred parquette	356
Chuck Yager	338
Jim Vaughan	300
Tom Gin	270
Jerry Berkowitz	270
John Foster	260
250 INT	
Rob O'Rourke	1380
Chuck Warren	1140
Brett Cross	349
Clint Calhoun	270
Rick Ellison	270
Ray Ramirez	270
Jeff Cuningham	260
Allan Decker	250
Rick Worth	230
Russ Norton	220
OPEN JR	
Barry Meyer	1910
Ernie Reid	938
Michael Robinson	725
Phil Davy	649
Brett Miser	468
Mark Shumate	365
Todd McIntosh	340
Ron Miller	300
Ray Krainert	290
Dan Guin	250
OPEN INT	
Richard Barron	1720
Jon Harshbarger	835
Tim Dias	730
Roert Congdon	570
Bruce Brotcke	490
Jeff Cningham	400
Bob Bellicitti	380
Billy Handal	300
Russell Rigby	290
Randy Lewis	280

Shortrack Monterey Fair Grnds. Monterey, CA May 27, 1978 By Shar Taber

PEE WEE	
Dan Cahoon	Ind
Charlie Arthur	Ind
Brent Powell	Suz
60 NOV	
Jason Morrison	Yam
Tom Carriger	Yam
Richard Haworth	Suz
80 NOV	
Jeff Kline	Yam
Richard Haworth	Suz
Mark Jomes	Yam
80 JR	
Allen Silhanek	Yam
Terry Rankin	Yam
Bill Beecher	Yam
80 EX	
Doug Chandler	Yam
Dan Moore	Yam
Greg Brewer	Yam
100 NOV & JR (MINI)	
Steve Milton	Suz
John McCready	Yam
Mark Haworth	Suz
100 EX	
Doug Chandler	Yam
Steve Hill	Suz
Jim Pettit	Yam
100 NOV	
Mark Title	Yam
Steve Spenker	Yam
Rodger Burdet	—
125 NOV	
STeve Mason	Yam
Godon Heavrin	Yam
Ricky Cremona	Yam
125 JR	
Joel Green	Yam
Kirk Brewer	Yam
Keith Pemberton	C-A
200 NOV	
David Drew	H-D
Allan Malm	C-A
Wes Guidotti	Bul
250 NOV	
Ron Murphy	Yam
Bruce Johnson	Suz
250 JR	
Wayne Busby	Bul
David Hufford	Yam
Joel Green	Yam
250 EX	
Paul Iwanaga	Yam
Jeff Lowe	C-A
Matt Carothers	Yam
360 NOV	
Rgoer Thurber	Bul
Anthony Salomone	Yam
500 nov	
john Teraji	BSA
Stan Eubanks	Yam
Mark Thomas	Yam
500 JR	
Butch Fischer	Yam
Jack Kline	Yam
Matt Pemberton	Yam
500 EX	
John Mason	Yam

Friday Night MX Sacramentò Raceway sacramentò, CA June 2, 1978 By Sallee Hilton

MINI JR	
Kenny Roper	Yam
Mike Johnson	Yam
Brad Avilla	Suz
MINI INT	
Phillip Saldivar	Suz
Danny Dockter	Suz
100 JR	
Mark Ferguson	Yam
Jeff Baxter	Yam
Steve Dana	Yam
VET JR	
Jim Hamilton	HUS
Mike McKee	Yam
Scott Gearhart	—
VET INT	
James Hughes	Hus
OT JR	
Billy Hilton	Yam
Jesse Dean	Yam
John Fuqua	Suz
125 JR	
Robert Presley	Suz
Jamie Adams	Suz
Bill Ferry	Suz
125 JR	
Greg Bonovich	Yam
Keith Sillivan	Suz
Corey Parsons	Yam
125 INT	
Kevin Ichimura	Suz
James Breneisen	Suz
Edward Hanks	Suz
250 JR	
Wayne Snow	Yam
Gary Pierson	KTM
Allen Clover	Hon
250 INT	
Jerry Gordon	Hon
Fred Wheeler	Yam
Casey Brooks	Hon
OPEN JR	
Jim Dana	Yam
Ed Zinda	Mai
John Coulumbe	Hus
OPEN INT	
Harry Bradwell	Suz
125 PRO	
Tim Sherfy	Suz
Chris Trapp	Suz
Randy Pockrandt	Suz
250 & OPEN PRO	
Ray Spore	Yam
Dave Wood	Yam
Randy Westbrook	Suz

Salinas Quarter Mile Salinas, CA May 28, 1978 By Burt Dinner

PEE WEE	
Charles Arthur	Itj
Dan Cahoon	Ind
60 NOV	
Steve Morrison	Suz
60 EX	
Guy Hufford	Yam
80 NOV	
Jeff Kline	Yam
80 JR	
Allen Silhonek	Yam
80 EX	
Doug Chandler	Yam
Dan Moore	Yam
Aaron Hill	Suz
100 NOV (MINI)	
Todd Stewart	Yam
100 JR (MINI)	
John McCready	Yam
100 EX (MINI)	
Doug Chandler	Yam
Dan Moore	Yam
Vance Sherfield	Yam
100 NOV	
Steve Speneker	Yam
Charles Jones	Yam
125 NOV	
Gary Johnson	Suz
200 NOV	
Allan Malm	C-A
250 NOV	
Gary Johnson	Suz
Ron Murphy	Yam
250 JR	
Frank Garcia	Kaw
Jeff Nichols	Yam
Joel Green	Yam
250 EX	
Keith Day	Kaw
Jim Filice	Yam
Tim Busby	Yam
500 NOV	
Mike Page	Yam
Stan Eubanks	Yam
500 JR	
Jeff Nichols	Yam
Wayne Busby	Yam
500 EX	
Keith Day	Yam

12th Annual Big Bear SCTA Big Bear 2 Day May 20-21, 1978

EX	
Marland Whaley	Hon
Bernie Schreiber	Bul
Greg Lersch	Bul
AM	
Rick Bieniak	Bul
Dave Moon	Bul
Glen Coahran	Bul
SR A	
Robert F. Nickelsen	Hon
Marvin E. Russell, Jr.	Bul
Gilbert Smith	Bul
SR B	
Ted Broberg	Bul
Art Barda	Kaw
Wayne J. Emge	Hon
NOV	
Jay Peake	Mon
Wayne McKelvey	—
David M. Hollis	Bul
BEG	
Richard Peckham	—
Kevin W. Morris	Bul
Bob Watson	Bul
SAT ONLY	
Don Strategier	—
Wayne Lanholm	Yam
SUN ONLY	
Herman Pahls	—
Art Mulch	Bul
R.W. Miller	Bul
KIDS	
Michael Lauxen	Hon
ErikSoderquist	—
Scott Rudsill	Hon

Monterey Short Track Monterey, CA May 27, 1978 By Burt Dinner

PEE WEE	
Dan Cahoon	Ind
Charles Arthur	Ind
60 NOV	
Steve Morrison	Yam
80 NOV	
Jeff Kline	Yam
80 JR	
Allen Silhonek	Yam
80 EX	
Doug Chandler	Yam
Dan Moore	Yam
Larry Deleon	Yam
100 JR (MINI)	
Steve Milton	Suz
100 EX (MINI)	
Doug Chandler	Yam
Steve Hill	Suz
100 NOV	
Mark Tittle	Yam
Steve Spenker	Yam
125 OV	
Steve Mason	Yam
GregLazzerini	Suz
125 JR	
Joel Green	Yam
Robert Silver	Yam
200 NOV	
David Drew	H-D
Allan malm	C-A
250 NOV	
Ron Murphy	Yam
Gary Johnson	Suz
250 JR	
Wayne Busby	Bul
David Hufford	Yam
250 EX	
MIke Inderbitzen	Yam
Paul Iwanaga	Yam
Matt Carothers	Yam
360 NOV	
Anthony Salomone	Yam
Roger Thurber	Bul
500 NOV	
Stan Dubanks	Yam
Jon Taraji	BSA
500 JR	
Butch Fischer	Yam
Jack Kline	Yam
500 EX	
Keith Day	yam
John Mason	Yam

CMC Night MX Puyallup Rcwy. Pk. Puyallup, WA May 31, 1978 By Sue Sykes

MINI INT	
Keith Fox	Yam
MINI JR	
Jeff Pinkowsky	Suz
Rick Pinkowsky	Suz
Shawn Myers	Yam
100 INT	
Mike Felt	Yam
Danny Diesso	Suz
Robb Manning	Yam
100 JR	
Scott Wooton	Suz
Bob Rowe	Suz
125 PRO	
Pat Jacobson	Suz
Marc Anderson	Yam
Phil Ruckman	Suz
125 INT	
Mike Scornaienchi	Suz
Marty Plumb	Suz
Stacy Thornotn	Kaw
125 JR	
Glen Wells	Suz
Marty Homestead	Suz
Tim Krienke	Suz
250 PRO	
Pat Jacobson	Suz
Lee Voss	Yam
Bob Klemp	Hon
250 INT	
Ed Gellenbeck	Yam
John Christian	Suz
Robb Manning	Hon
250 JR	
Shae McMahan	Hon
Bill Baumgardner	Hon
Brad Ellis	Hon
OPEN PRO	
Rod Casper	Suz
Randy McAllister	Mai
OPEN INT	
Nick Smith	Suz
OPEN JR	
Mike Thompson	Yam
Michael Mounts	Suz
Mike Donnelly	Yam
OVER HILL	
Bob White	Yam
Gary Morris	Yam
James Davis	Kaw

CMC Night MX Seattle Int'l. Rcwy. Kent, WA June 2, 1978 By Sue Sykes

PEE WEE	
Eric Davis	Hon
MINI EX	
David Holloway	Yam
MINI INT	
Keith Fox	Yam
MINI JR	
Rick Pinkowsky	Suz
Todd Plumb	Suz
Mark Bloodgood	Yam
100 INT	
Danny Diesso	Suz
Tom Studzinski	Suz
100 JR	
Dale Petersen	Suz
Shae McMahan	Yam
Franko Morales	Yam
125 PRO	
Bill Joyce	Suz
Phil Ruckman	Suz
Pat Jacobson	Suz
125 INT	
Tim Davis	Suz
Jeff Jayden	Suz
Marty Plumb	Suz
125 JR	
Joe Crouch	Suz
Marty Homestead	Suz
Todd Doucherty	Suz
250 PRO	
Pat Jacobson	Suz
Tom Poage	Yam
Rick Benek	Hon
250 INT	
Ted Johnson	Suz
John Christian	Suz
Brian Seindahl	Suz
250 JR	
Sean Phillips	Suz
John Clayton	Yam
Skip Bergley	Yam
125 EX	
Steve Spooner	Suz
OPEN PRO	
Tom Poage	Yam
Dave Barrett	Suz
Clint Calhoun	Suz
OPEN INT	
John Spooner	Suz
Paul Peiroli	Yam
Scott Amberson	Yam
OPEN JR	
Sean Phillips	Suz
Jim Irwin	Yam
Dan Jensen	Yam
OVER HILL	
Dayton Hickson	Mai

TROPHY PICKUP

Trophies for Desert Squirrels race (Feb. 12) can be picked up at the Buzzards H.S. June 11. (23)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

GP machiney

(Continued from page 25)

factories were experimenting with four-speed and even three-speed gearboxes in '76 and '77 on the factory motocrossers. With the return to torque as the goal from long-travel, big-inch motocrossers and the resultant long strokes, it would seem feasible.

The only European bikes contesting the entire GP circuit this season are Husqvarna, Maico, and KTM. It is no coincidence that these marques also offer the most competitive production motocrossers from across the Atlantic.

Herbert Schmitz tied for first at the 1978 USGP on points in the best **Maico** mounted USGP performance since 1973 when Willi Bauer won. The machine looked very standard, and it might have been just that if the works bike had gotten to the U.S. any later than it did (The air freight guys lost it for a couple of days.).

The best successes this year have come using the newly designed refined 440cc engine. Power delivery is less abrupt and, of course, the engine revs a bit higher to squeeze out the top end horsepower. A 36mm Bing Type II carb is attached without any other tricks at this point.

With the new engine came a new frame and aluminum swingarm that retains the same shape as the long, bent production model. It accommodates 15.5-inch Ohlin shocks with an effective 11.5 inches of rear wheel travel. Maico's own air and spring supported forks have been stretched out to match. Frame geometry is essentially the same as current production bikes, but the lightweight tubing brought the weight down to 218 lbs.

In terms of shape, suspension type and method, and powerplant the "works" Maico is so close to standard that there's not much to talk about. As one Maico mechanic put it, "Makes it easier to get parts that way, doesn't it?"

Hakan Andersson's riding career has come full circle as he finds himself back on **Husqvarna** after nearly eight years. The Husky that he rode at Carlsbad had the new dual backbone frame that is a significant design departure from Husky's previous philosophy. Chuck Sun is also trying it in the AMA Nationals, and it is scheduled for production next year. It is very hefty: Designed to absorb forces rather than transmit them — except it's not really that simple.

Available engines range from 390cc to 430cc. The 400cc engine was bolted up for the U.S. round. The bore and stroke were given as 86mm and 71mm. That particular engine used a 36mm Mikuni but the carb size will vary. The Husky-introduced six petal reed valve comes between carburetor and cylinder. The six-speed gearbox which provides so much course flexibility is retained on the works engine. Official weight is 221 lbs.

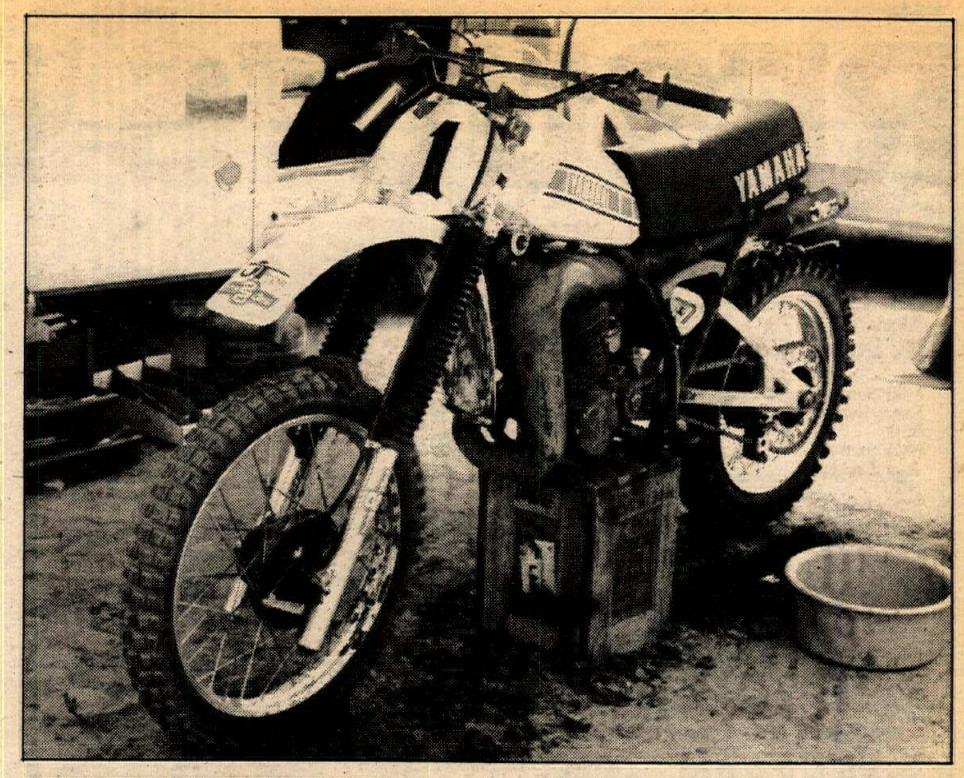
The air fork that Husqvarna has built for the GP bikes provides the increasingly common 300mm (approx. 12 inches) travel. Remote reservoir Ohlin dampers are hooked up to a very lengthy-appearing swingarm to provide 320mm (nearly 13 inches) of rear wheel travel. The new frame, swingarm and suspension generate a wheelbase of 59 inches which has to be one of the longest in current motocross racing. The Husky probably tracks like a monorail. They are slicing it closer than most in the 500cc class on pre-mix, however, with an eight liter (1.8 gallon) fuel tank. Most of the other bikes used nine-liter tanks at Carlsbad.

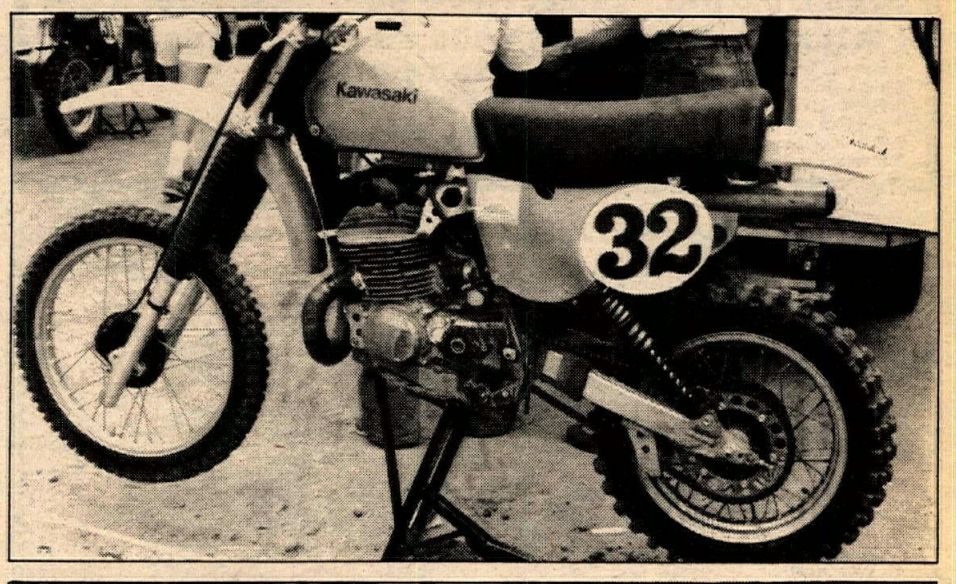
KTM is giving their new, "big" engine a try-out in GPs this year. The 420cc cylinder also has an all-new clutch and lower end to go with it. A 40mm Type II Bing carburets the beast without benefit of reed valves or other appurtenances. There are actually three versions of the KTM "400" available at 352cc, the 420, and a 460. The 501 already mentioned will not find its way into any motocross GPs unless they can sign King Kong to ride it. Besides, it's too big for the class. Van Velthoven's works mechanic, Otto, honestly didn't remember the internal dimensions of this particular engine except that it was still undersquare in the design tradition of Ing. Morowitz — who designs very quick motors back in Mattighofen.

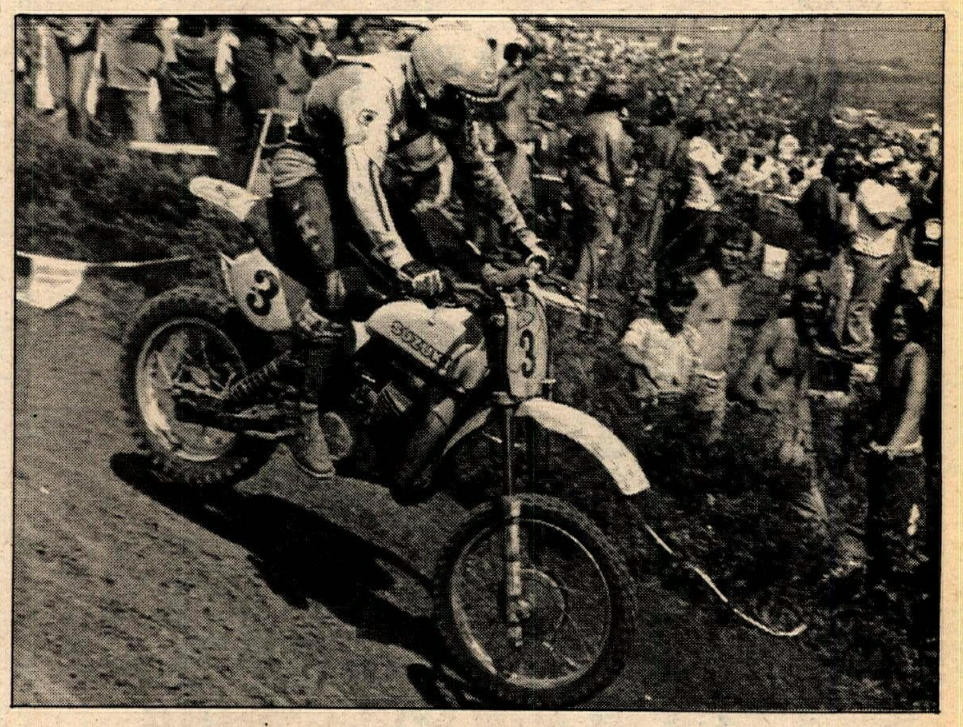
Jaak's bike has 280mm Marzocchi air forks while young Belgian Andre Malherbe chose 300mm air-spring Marzocchis. Both machines used Ohlin dampers at the rear hooked up to enormous aluminum swingarms to give 310mm rear wheel travel. They accomplished this with an 18-inch rear wheel and the high profile 5.10 Metzeler. The frame has been modified from stock to accept the new, bigger engine. KTM has gone from a six-speed to a five-speed on their motocrossers because they really didn't need the extra gear. The KTMs give a very heavy-duty overall impression, like they just aren't going to break.

Finally, you should know that the factories are having the same problems as we amateurs in controlling the drive chains over 300mm of travel with the impressive torque of current 500cc class racers. Every conceivable type of chain guide and support appears from dual rollers to rubbing blocks to wrap-around channels at the rear sprocket on the Hondas. Maico's design approach of keeping the countershaft sprocket snugged right up to the swingarm pivot point still seems like the logical way to go.

One of the best things about the works bikes is that they'll probably get into production — soon. ●







For all fellow riders who helped

THANK YOU

Bob Hayes #07c
Republican Nominee 39th Assembly

INDIAN DUNES

CRC MOTOCROSS

STARTING JUNE 27

Every Tuesday Night
Cash to Experts
30% Brass to Sportsmen
All Classes

New Mini Division
STARTING JUNE 27
Every Tuesday Night Motocross
Pee Wee — Minicycle — Junior Cycle
30% Brass

Sign Up 6 pm Practice 6:30 1st Race 8 pm
All riders receive $3,000 medical insurance
Membership required
No pit riding
CRC info: 213-830-7519

Can Hannah keep it up?

...or will Marty Tripes score big at Superbowl VI?

Fearless predictions next week in the Coca-Cola Superbowl of Motocross VI special issue!

Motocross Race Schedule

CRC 213-830-7519

June 18 — Indian Dunes — Superbowl Amateur National Qualifier
June 25 — Racing World — CRC Birthday — FREE Entry
July 2 — Indian Dunes
July 9 — Racing World

$3,000 Medical
Membership Required

AFM Road Racing Schedule

ND Spark Plug Series

June 18—Ontario

July 1 & 2 — Sears Point — Golden Gate Challenge

American Federation of Motorcyclists
714-523-3892 916-392-0611

CALENDAR

CHAMPIONSHIP EVENTS

AMA Championships

Grand National/ Camel Pro

6/10	Harrington, DE	HM
6/18	Loudon, N.H.	RR
6/23	Santa Fe, IL	TT
6/25	Columbus, OH	HM
7/1	San Jose, CA	HM
7/8	Castle Rock, WA	TT
7/15	Gardena, CA	TT
7/15-16	Sonoma, CA	RR
7/22	Sacramento, CA	M
7/30	DuQuoin, IL	MI
8/4	Santa Fe, IL	ST
8/6	Peoria, IL	TT
8/13	Pocono, PA	RR
8/20	Des Moines, IA	HM
8/26	Indianapolis, IN	MI
8/27	Indianapolis, in	MI
9/3	Loudon, N.H.	RR
9/10	Syracuse, N.Y.	MI
9/17	Columbus, OH	HM
9/24	San Jose, CA	MI
9/30	Gardena, CA	HM

Toyota Supercross

6/24	Los Angeles, CA
11/12	Anaheim, CA

Mr. PiBB 125cc MX

7/16	Atlanta, GA
8/6	Escoheg, RI
8/13	St. Joseph, MO
8/20	Charlotte, NC
8/27	St. Petersburg, FL

Mr. PiBB 250cc MX

6/11	Sonoma, CA
6/18	St. Peters, MO
7/2	Buchanan, MI
7/9	Mt. Morris, PA

Mr. PiBB 500cc MX

6/11	Sonoma, CA
6/18	St. Peters, MO
7/2	Buchanan, MI
7/9	Mt. Morris, PA
7/16	Atlanta, GA
8/6	Escoheg, RI
8/13	St. Joseph, MO
8/20	Charlotte, NC
8/27	St. Petersburg, FL

Trans-AMA

9/24	Lexington, OH
10/1	Buchanan, MI
10/8	Unadilla, NY
10/15	Axton, VA
10/22	St. Peters, MO
10/29	Dallas, TX
11/5	Sonoma, CA

National Enduro Series Eastern Region

6/11	Hamden, OH
8/13	Ithaca, NY
9/24	Lancaster, OH
11/5	Cinnaminson, NJ

Central Region

6/18	Grand Rapids, MN
7/23	Bath, MI
10/1	Evansville, IN
10/15	Potosi, MO
11/12	Broken Arrow, OK

Western Region

10/1	Prairie Dawgs MC
10/8	Double Crossers MC
10/22	Mt. Baker MC
10/29	Far West MC
11/5	Redwood Scrambles
11/12	Reckling Dirt Riders

National Reliability Trials Series Two-Day

6/34	McMinnville, OR

One-Day

6/25	Forked River, NJ
7/30	Akeley, MN
9/24	McMinnville, OR
10/8	Rose City, MI
11/26	Richmond, CA

Observed Trials

6/22	Williamsport, PA
6/17	Escoheag, RI
6/18	Weyland, MA
8/27	Scotsdale, AZ
9/2	Euless, TX
9/4	Arab, AL

WERA National Road Races

6/24-25	B'hampton, NY
7/22-23	Aspen, CO
7/29-30	Lexington, OH
8/19-20	College Station, TX
9/2-3	Charlotte, NC
9/9-10	Indianapolis, IN
9/16-17	Wentzville, MO
9/23-24	Summit Point, WVA
10/8	Atlanta, GA
10/15	Hallet, OK
10/14-15	Rockingham, NC

Dragbike Drag Racing

6/10	Englishtown, NJ
6/24-25	West Salem, OH
7/1-2	Epping, NJ
7/9	Atco, NJ
7/22-23	Eastport, NY
7/29-30	Union Grove, WI
8/12-13	Minneapolis, MN
8/20	Freemont, CA
9/23	Syracuse, NY
9/9-10	Kent, WA
10/7-8	Epping, NH
10/21-22	Las Vegas, NV
11/18-19	Gainesville, FL

IDBA Drag Racing

6/3-4	Atmore, AL
6/9-11	Bowling Green, KY
7/14-16	Louisville, KY
8/5-6	St. Louis, MO
9/22-24	Memphis, TN
10/13-15	Gulfport, MS

Olympiad

9/17	Orange, CA

S.C.O.R.E. OFF Road Events

6/8-10	Baja, CA
8/25-27	Riverside, CA
10/6-8	Parker, AZ
11/9-12	Baja, CA

World Championships

Road Race GP

6/24	Holland
7/2	Belgium
7/23	Sweden
7/30	Finland
8/6	Britain
8/20	West Germany
8/26	Czechoslovakia
9/10	Yugoslavia

Tourist Trophy

6/3-9	Isle of Man

Formula 750

8/28	Belgium
9/3	Holland
9/10	America
9/17	Canada
9/24	West Germany

500cc MX

6/4	America
6/11	Italy
7/2	Great Britain
8/6	Belgium
8/13	Luxembourg
8/27	Holland

250cc MX

6/4	Austria
6/11	West Germany
6/18	Great Britain
7/2	France
7/30	America
8/13	Sweden
8/20	Finland
8/27	Russia

125cc MX

6/4	Switzerland
6/11	Poland
7/23	America
8/13	Spain
8/27	Czechoslovakia

Observed Trials

6/11	America
7/16	Italy
7/23	Austria
8/20	Sweden
8/27	Finland
9/24	Czechoslovakia

EVERY WEEK

Wednesday

CALIFORNIA

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, 30% trophies. Entry Sptsmn $4, $5 money races, + gate adm. Adults $2.50, Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

SPEEDWAY RACING
Inland Speedway, San Bernardino, CA. Class A. First race 8 p.m. 213/446-0969.

CMC NIGHT MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $8, CMC lic. req'd. 33% Trophies. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

CMC NIGHT MOTOCROSS
Ascot Rcwy., Gardena, CA. Harbor and 405 Fwys. Prac. starts 6:00 p.m., sign ups until 6:30, 1st race 7:30. Buy entry at gate. $8 pro P.B., trophies. CMC Lisc. reqd. 213/323-1142

CMC NIGHT MOTOCROSS
Puyallup Rcwy, Puyallup, WA. All classes. Entry $8, $13 Pro. Prac. 6, race 7 p.m. 206/531-2652.

Thursday

SPEEDWAY
Ascot Park, Gardena, CA. 183rd St. and S. Vermont Ave. Purse $1275/30%. Sign up 5:30 p.m., first race 8. 18 events. Front gate $3.50, $2.50, $1, under 9 free, w/adult. 213/321-5323, 323-5055.

Friday

AMA SEMI-PRO ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $8, $3 spectators. Gates open 5 p.m., Prac. 6:15, race 7. 415/634-3328, 634-1667.

SPEEDWAY RACING
Orange County Fairgrounds, Costa Mesa, CA. 88 Fair Dr. Class A. First race 8 p.m. 714/492-9933.

EVERY WEEK

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. Reqd., med coverage. No Pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb Reqd. med. cov. No pit riding. 213/881-5778.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

CMC MOTOCROSS
Fremont Raceway, Fremont, CA. H-17 to Durham Rd. All classes, OT, Vet. 1 % Pro P.B., 30% Trophies. Gates open 5 p.m., race 7:30. 408/245-8448, 415/651-2546.

CMC NIGHT MOTOCROSS
Sacramento Rcwy Park, Sacto, CA. H-50 to Bradshaw Rd., South. All classes + Vets, O.T. 100% P.B. Entry $8. Gates open 5 p.m., prac. 6, race 7:30. 916/363-2653.

OKLAHOMA

ASL SPEEDWAY
Limestone Run Spdwy, Oklahoma City, OK. ¼ mi. S and ½ mi. West of I-40 & Council. 1st & 2nd Div. classes. Purse of 30% of Gate. Entry $5. Start 8 p.m. must register 2 weeks in advanve. 405/681-7102.

WASHINGTON

SIR NIGHT MOTOCROSS
Seattle International Raceway, Seattle, WA. All classes. BMX. Entry $8, $13 Pro. Prac. 6 p.m., race 7. 206/631-1550.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

AMA TT/SHORT TRACK
Fremont Rcwy, Fremont, CA. All classes. Amateur purse. Entry $4., 14978 McVay, San Jose, CA 95127. 408/923-4613.

TT/SHORT TRACK
Peris Rcwy., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2.50, race $4 . 30% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. All classes. 100% P.B. Entry $6, $8 Experts. Class C traction. Sign up 5 p.m., prac. 7, race 8. 916/342-9302, 342-4216.

CLASS A SPEEDWAY
Santa Ana Stadium, Santa Ana, CA. Class A Free programs, adm. $3.50, $2.50, $1, under 6 free. First race 7:30 p.m. 714/529-1832.

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, Sptsmn 30% trophies, 100% Pro P.B. Post entry only $7, $10 Pro. Membs reqd, med cov, O/N camping. Gates open 6 p.m., prac 7, race 8. 213/881-5778.

WASHINGTON

MOTOCROSS
Woodland, Washington. Woodland Winter Track, 5 mi. East of Woodland on H-503. Til May 13. All classes 100% Pro p.b., specials each week! Entry $8, $12 Pro. Gates open 8 a.m., prac. 9, race 10. 206/667-5701.

Sunday

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Pros ride 2 long motos, Sptsmn. 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

June 12-16

RUSS DARNELL MOTOCROSS SCHOOL
Mcminnville, OR. 5-day training camp. All rider ability, all types of riding. Learn pro line, how tos, etc. Entry to school $125 per student. For entry or reservation call Russ at 213/367-1722, 767-1854.

June 16

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. reqd., med coverage. No Pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb reqd., med cov. No pit riding. 213/881-5778.

AMA PRO HALF MILE
Ascot Park, Gardena, CA. Harbour, 405 & 91 frwys, Vermont Ave. AMA Jr, Nov, Ex classes, $1200 purse. Front gate $4, $2.50 Jrs, $1 kids. Pits open 5 p.m., first race 8. 213/321-5323.

June 17

CALIFORNIA

ECONOMY TOUR AND POKER RUN
Leaving from Awards Motors, Inc, Csota Mesa, CA 1680 Newport Blvd & 17th. All freeway legal classes. $100 poker class, trophies, prizes. Entry $5 mail, $7 post. Start 7 a.m. Bring bathing suit. Legalized gambling at end of run. 714/750-6822.

AME SHORT TRACK
Oakdale, Pioneer Arena, Oakdale, CA. South of H-120 btwn Oakdale & Escalon on Pioneer Ave. All classes semi-Pro purse. Entry $5. Spectate $3. Gates open 8 a.m., prac. 10, time trials noon. 209/847-5934, 847-5558.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass. Gates Open 5 p.m., Prac. 6:30, race 7:30. 714/960-2501. 657-8917.

MOTORCYCLE SHOW
Burbank Golden Mall, Burbank, CA. I-5 to Burbank Blvd, follow signs. 4 antique, 2 sidecar classes. Entry $3.50 Sign up 9, show 10. M/C movies, parachute jump, drawing for moped. All Free. 213/896-3336, 785-7772.

ARIZONA

CMC NIGHT MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde South to track. All classes. 100% Pro p.b., 33% trophies. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 4 p.m., prac. 6, race 8. 602/747-8965.

TEXAS

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa Country Club on NM Hwy 273. All classes & Womens, OT. 100 % Pro P.B., 33 % Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA membs, $15 per year. 915/584-3802.

June 17-18

NMA MOTOCROSS
Indian Dunes, Valencia, CA. 50 to 250cc classes. $12 mail, $30 post. Special Fathers Day race. International track 213/367-1777.

June 18

CALIFORNIA

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange CA, 35 or Older. Sr. A & Sr. B; Am., Ex.; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback park, Orange, CA Sign up 8:30 a.m., riders mtg. 9:45, competition start 10. Entry $5, non-memb. $7 Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

P.I.T.S. OBSERVED TRIAL
Redwood Rd., Castro Valley, CA Off Castro Valley Blvd. All classes. $1 donation. Club events. jEast Bay P.I.T.S., P.O. Box 260l, Castro Valley, CA. 415/582-9211.

MINI MOTOCROSS
Barona Oaks Raceway CA Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 a.m. sharp. Late entry $10, guest rider $9. 714/749-2525, k479-1572.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $9, $13 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membership required Superbowl Amateur Nat'l. Qualifier. 213/830-7519.

AME MINICROSS/MX
Racing World, Trabuco Cyn, CA. 50 to 105cc class. 33% trophies. Entry $8. Motocross — all classes. Cash P.B. to Pros, 30% Trophies. Entry $12, $8 Sptsmn. Gates open 7, prac. 8, race 9. Memb. reqd., med. cov., O/N camping. 213/881-5778.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro p.b. Entry $8, $12 Pro. Free O/N camping. Med. coverage. 805/937-6171.

AME/D&C MOTOCROSS CANCELLED
Helvetia Park, Sacto, CA. 415/686-9845, 686-3172.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn.-$7 mail, $10 post, Pro-$12 mail, $15 post. Gates open 7:30 a.m., Prac 8, race 9:30. CMC liscense required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

AFM ROAD RACE
Ontario Motor Speedway, haven St. Exit off I-10. G.P. Production-Bjox Stock, Supersteer Sidecars. Pre-entry $20, $10 additional bike. Pst $25-15. $2000 Point fund. 4996 Argyle Dr. Buena Park, CA 90620. 714/523-3892.

AMA D-37 HARE SCRAMBLES
Lucerne Valley, CA Camp Rock Rd, Limed from Y Cafe. All classes. Finisher Pins. Entry $8.25, Beg. & Trail Nov one loop. 2x38 mi loops. Start 8 a.m. Benefit for Rescue 3. 714/983-1649.

D-37 TT/SHORT TRACK
Elsinore Rcwy, Elsinore, CA H-71 at Lagonia. All classes. Entry $4.50. Sign up 7, prac 8 race 9. Gripsters M.C. 714/761-1700.

AMA MOTOCROSS
Helvitia Park, West Sacramento, CA. I-80 to Harbor, Left to River Rd. All classes, Bet, OT. 100% Pro P.B., 50% OT, Vet Pro P.B. Entry $15 Pro & $1 Ins. OT, Vet, $12, $10 sptsmn. Camping $1, gates open 6:30 p.m. Free fire wood, no bicycles, parts shack, welder. Nat'l M/C Patrol. 916/371-5682, 428-9302.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA All classes. 100% Pro P.B., 30% Trophies to Sptsmn. Entry

YAMAHA NATIONAL MINICYCLE ASSOCIATION 1978 Minicycle GRAND NATIONAL CHAMPIONSHIP NMA

International Course
Classes for all bikes & riders.
Enter Your Bike
also special Fathers Race
JUNE 17 & 18
info: 213-367-1777

CRC ALSO JUNE 18
CRC Motocross
Shadow Glen Track
Superbowl Amateur National Qualifier
info: 213-830-7519
No pit riding at...
INDIAN DUNES

UNITED STATES VS THE WORLD

Help support the 1978 Motocross and Trophee des Nations team. Your $6.00 donation will help finance the team effort and in return we'll send you a colorful T-shirt with the commemorative design shown above. Help the four top American riders take on the world. Order your shirt today.

Clip and send to:
Motocross des Nations
P.O. Box 141, Westerville, OH 43081

Yes I want to help support this year's Motocross and Trophee des Nations team. Enclosed is my contribution. My T-shirt size is: ☐ small ☐ medium ☐ large ☐ X-large

Name _____
Address _____
City _____ State _____ Zip _____

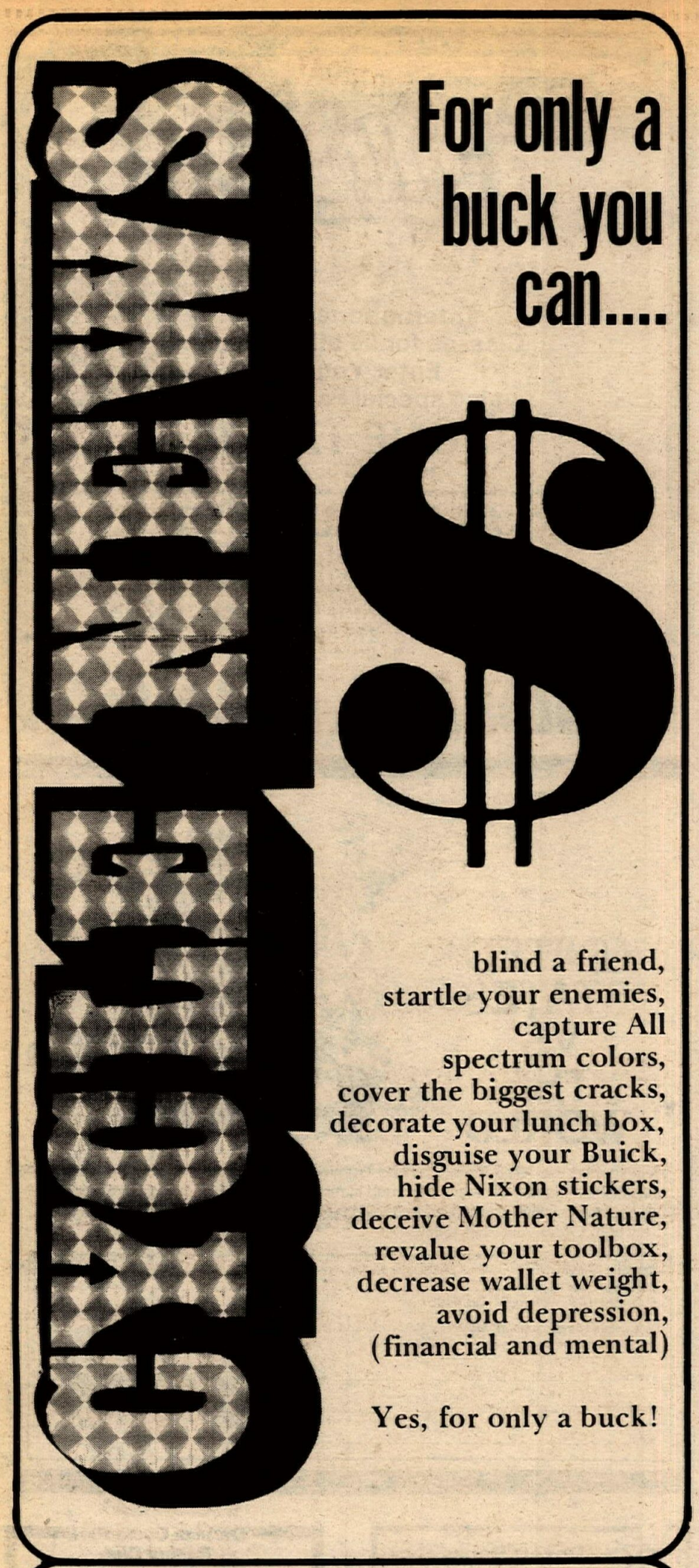
CRC Desert Races
Aug. 6 — Rand Mountain
Aug. 20 — Barstow
714-689-6114 days

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2 — 40 minute motos
Sportsmen — 2 — 30 minute motos
Info: 714-495-4771

CORONA RACEWAY R.A.C.E.
Wed. — Flat Track
Thurs. — Odyssey (alternate weeks)
Fri. — Motocross
714-735-1705/689-1913

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
100% Trophies to Minis
Pay Once, Stay All Weekend
Gate opens 7am Practice 8:30
Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
213-531-8603

TT Every Saturday Night
Speedway Practice Every Sunday
U.S. Minicycle Racing Assn.
MX Every 2nd & 4th Sundays
Elsinore Raceway
714-826-2386 714-674-5383



For only a buck you can....

blind a friend,
startle your enemies,
capture All
spectrum colors,
cover the biggest cracks,
decorate your lunch box,
disguise your Buick,
hide Nixon stickers,
deceive Mother Nature,
revalue your toolbox,
decrease wallet weight,
avoid depression,
(financial and mental)

Yes, for only a buck!

Rainbow Stickies

Hey Cycle News! Send me ☐ stickies at $1.00 for each.

California residents add 6% sales tax

Name _____

Address _____

City _____ State _____ Zip _____

Enclose check or money order
ADDRESS:
Cycle News Products, Box 498, Long Beach, CA 90801

$7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

AMA SEMI-PRO MOTOCROSS
Sand Hill Ranch, Brentwood, CA Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $15 Ex., $9 others. Gates open 6:30 a.m., Prac. 8:30, Race 9. 415/634-3328, 634-1667.

CRC GRAN PRIX
Riverside Int'l Rcwy, Riverside, CA Mini thru Open classes. Entry $15 mail, $20 Post, $10 Teams CRC membership reqd. Free O/N parking. 2 Hr. races. CRC Desert Points, 20% Brass, Finisher Pins. Start 8 a.m. 714/689-6114.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tuscon, AZ. I-10 to Paloverde South to track. All classes. 100% Pro P.B. Entry $10, $15 Pro. $3.50 gate admission. Gate open 7 a.m., prac. 8, race 10. 602/747-8965.

IDAHO

MOTOCROSS
Woodside MX Track, Sandpoint, ID. 75 mi. N/E of Spokane, WA. Jr. Mini thru Open classes. Trophies. Entry $7. 208/263-5621.

NEVADA

HARE & HOUND
Jackpot, NV US 93 at Idahoe Border. All classes, mini, women, OT. $250 to overall winner, 33% brass finisher pins. Entry $15, $10 sptsmn, mini, women. 96 X-C race. Start 11 a.m. Ambulance on site. 208/587-7555.

AMA MOTOCROSS
T-CAR Speedway, Carson City, Nev. All Classes. Trophies, 100% Pro P.B. Entry $10, $15 Pros. Sign-up 6:30 a.m., Prac. 7, Race 9. 702/673-4908.

NEW MEXICO

MOTOCROSS
Sipapu MX Park, Taos, NM. 21 mi. East of Taso on H-3. MINI, Nov, Am, Ex classes. $300 Ex purse, NMME pts. Entry $8 mini, $9 sptsmn, $10 Ex. Prac 9:30, race 11 a.m. 505/758-2117, 758-2421.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All Classes. Rain or Shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

MOTOCROSS
McAllen MX Park, McAllen TX. Next to Miller International Airport. All classes. Cash to Experts. Entry $8, $10 Ex. McAllen M.C. 512/686-4181.

WASHINGTON

NMA MINICYCLE MOTOCROSS
Olympia, WA. All 50 thru 250cc classes, stk & Mod. NMA GNC series. 509/663-2433.

June 19-23

RUSS DARNELL MOTOCROSS SCHOOL
Indian Dunes, Valencia, CA. 5-day training Camp. All rider ability, all types of riders welcome. Learn Pro lines, how-tos, relaxing, etc. Entry $125 per student. For entry or reservations call Russ at 213/367-1722, 767-1854.

June 23

SRA CLASS A SPEEDWAY
Hanford, CA. Btwn Bakersfield & Fresno on H-99. All Div, 40% of Gate P.B. For info 209/897-4362, 291-4277.

TT SCRAMBLES/SHORT TRACK
Perris Raceway, Perris, CA. H-74 off Ellis. All classes. 30% Brass.Gates Open 5 p.m., Prac. 6:30, race 7:30. 714/960-2501, 657-8917.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb reqd., med cov. No pit riding. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. reqd., med coverage. No pit riding. 213/881-5778.

June 24

AMA SHORT TRACK
Oakdale, Pioneer Arena, Oakdale, CA. South of H-120 btwn Oakdale & Escalon on Pioneer Ave. All classes. Semi-Pro purse. Entry $5. Spectate $3, Gates open 8 a.m., prac. 10, time trials noon. 209/847-5934, 847-5558.

June 24-25

NMA MINICYCLE MOTOCROSS
Sacramento Speedway, SACRAMENTO, CA. All 50 thru 250cc classes, stk & mod. NMA GNC Series. 209/673-3146.

NMA MINICYCLE MOTOCROSS
Witchita Sprockets Park, Wichita, KS. All 50 thru 250cc classes. NMA GNC series. 417/862-4794.

NMA MINICYCLE MOTOCROSS
Denham Springs, LA. All 50 thru 250cc classes, stk & Mod. NMA GNC series. 713/782-1697.

NMA MINICYCLE MOTOCROSS
Farmington, NM. All 50 thru 250cc classes, Stk, Mod. NMA GNC series. 505/842-5048.

June 25

CALIFORNIA

MOTOCROSS
Cycle Haven Pk., Long Beach, CA. Across from L.B. Naval Base, 1 Blk. Eat of V. Thomas Bridge. All classes. 33% Trophies. Entry $7, $12 Pros, $2 gate adm. Prac. 7:30 a.m., Race 9. 213/832-6944, 547-1818.

D-37 HARE SCRAMBLES
Lucerne Valley, CA. Camp Rock Rd., Limed from the Y cafe. All classes. Entry $8.25. 213/430-6113, 714/821-8092.

CMC SEMI-PRO
Crown 9 Motosport Pk., Pescadero, CA 17 mi. south of H-92 on H-1 to Pescadero turnoff. 3 mi. East to Park. All classes. 125 thru Open Nov, Int Prac 8:30 a.m., race 9 Mini, OT, 100, Beg, Pros Prac after AM races. P.B. to Pros, 30% Trophies. Entry $8 mini, 100, Beg, $10 Sptsmn, $15 Pro. Free camping. 415/355-4760, 879-9989.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Canyon Rd Pee Wee thru 125 classes. P.B. to mini, 100, 125 Pros. 33% same day trophies to Sprsmn. O/N camping. Prac 8 a.m., Race 9. Memb. required. 300 Pomona Mall West, Pomona, CA 91766 714/622-0773.

ROAD RACE
Riverside Rcwy. H-60 at Day St. Exit. All Classes. Entry $16, $20 post. Same day prize money and trophies. Spectators welcome. Gates open 7 a.m., Prac. 9, race noon. Manning Racing, 3407 W. Olive, #102 Burbank, CA. 91505. 213/842-7433.

AMA SEMI-PRO MOTOCROSS
River Front Park, Marysville, CA. New Entrance 1st & F St., Marysville. All classes, PP, OT, Vet. 100 % P.B., Entry $15 Ex & $1 for Ins, Others $10, inclds Ins. Free camping, Paved pits. A.M.-all minis, P.P., 100 thru Open Novs.— Race 8:30. P.M.—all Am, Ex, OT Vets, Sign up 10, Prac. 1, race 1:30.

CRC MOTOCROSS—FREE RACE
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos. Membership required. Gates open 7 a.m. O/N camping. CRC Birthday Party Race Free, $1.50 Ins. CA Track. 213/830-7519.

VOTE/ATA OBSERVED TRIAL
Buck Wre Soladad Sand park, Acton, CA. H-14 North to Crown Valley E. All classes. 20% Trophies. Entry $5. Swimming, O/N camping. 213/822-8273.

AME/D&C MOTOCROSS CANCELLED
Prarie City OHV Park, Sacramento, CA. 415/686-9845, 686-3172.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn.-$7 mail, $10 post, Pro- $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC liscense required. Mail to CMC P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (every 4th Sunday a points race)

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro p.b. Entry $8, $12 Pro. Free O/N camping. Med. coverage. 805/937-6171.

CANADA

CMA ¼ FLAT TRACK
Port McNeil, Vancouver Island, B.C. All 250, 360, 750 classes. $550 purse, $20 start money to any American rider, regardless. Entry $2.50. Beautiful track. 604/949-6383.

COLORADO

NMA MINICYCLE MOTOCROSS
Colorado Springs, CO. All 50 thru 250cc classes, Stk & Mod. NMA GNC series. 303/979-8892.

TEXAS

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81 , exit Mt. Zion Rd., follow sign 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry:$5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX ‡† ± ± = . § – ‡/427-2663.

MOTOCROSS
Lake Whitney Cycle Ranch,Whtiney, TX 8 mi. S of Whitney on H-22. Nov thru Ex classes. $705 purse, 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

LOUISIANA

MOTOCROSS
Waggerman, LA 6 mi. north of U.S. 90 off Hury P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 E. 504/399-6494.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. East of I-35 on H-66. jAll classes. Prac. 10 a.m., race noon. 405/341-2833.

OREGON

RACING WHEEL MOTOCROSS
Crossup Raceway, Bend, OR. On H-97 in Bend. All Am & Pro classes. 100% Pro P.B. 503/389-1098.

WASHINGTON

MOTOCROSS
Hillside MX Track, Moses Lake, WA 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top Am of 6-race series win RM80. Entry $7, $12 Pro. 509/663-2433.

MOTOCROSS
Thurston County OHV Pk, WA 16 mi. West of Olympia on H-8. All classes. Trophies only. Pros welcome. Entry $6. Prac. 9:30 a.m., race 10:30. 509/753-8136.

CMC MOTOCROSS
Washougal Motocross Park, Washougal, WA. Hwy. 14 to Washougal, 6 mi. on #140 to N.E. Hughes, R on N.E. Borin. Entry $5, Pro $10. CMC lic. req'd. Cash for Pros, 30% Brass. 503/774-3356.

June 27

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Pro P.B., trophies to sptsmn. Entry $8. $13 Pro. memb. reqd., med cov. Prac. 6:30 p.m., race 8. 213/830-7519.

CRC MINI MOTOCROSS
Indian Dunes, Valencia, CA. All mini classes. 30% trophies. med ins, memb rqd. 213/830-7519.

June 30

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb reqd., med cov. No pit riding. 213/881-5778.

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. reqd., med coverage. No pit riding. 213/881-5778.

AMA PRO HALF MILE
Ascot Park, Gardena, CA. Harbour, 405 & 91 frwys, Vermont Ave. AMA Jr, Nov, Ex classes, $1200 purse. Front gate $4, $2.50 Jrs, $1 kids. Pits open 5 p.m., first race 8. 213/321-5323.

July 1

MOTOCROSS
Rodent Rcwy MX Park, Sandpoint ID. 30 mi. South of Spkane, 80 mi. South of Sandpoint. 125 thru Open classes. $1500 guraranteed purse or 100% P.B., whichever is more. Entry $20, $8 Sptsmn, ride for trophies. Gates open 8 a.m., race 11. 509/284-2233.

July 1-2

CALIFORNIA

NMA MINICYCLE MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All 50 thru 250cc Classes, Stk & Mod. NMA GNC Series. Entry $12 mail, $30 post. USGP Course. 213/367-1777.

TEXAS

NMA MINICYCLE MOTOCROSS
Decatur, TX. All 50 thru 250 classes, Stk, Mod. NMA GNC Series race. 713/782-1697.

July 2

CALIFORNIA

AME MINICROSS/MX
Racing World, Trabuco Cyn., CA. 50 to 105cc class. 33% Trophies. Entry $8. Motocross — all classes. Cash P.B. to Pros, 30% Trophies. Entry $12, $8 Sptsmn. Gates open 7, prac. 8, race 9. Memb. reqd., med. cov., O/N camping. 213/881-5778.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sptsmn.-$7 mail, $10 post, Pro-$12 mail, $15 post. Gates open 7:30 a.m., prac 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% Trophies to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates open 7 a.m., prac 8-9, race 9:30. 714/541-9439.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or older. Sr. A & Sr. B; Am., Ex.; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 a.m., riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

IDAHO

PRO ONLY $3000 MOTOCROSS
Woodside Motocross Track, Sandpoint, ID. 125, 250, Open classes (Pro only) Special 100cc Trophy race. $3000 Purse. Entry $20, $8 trophy race. $2 gate fee. Sign up 7 a.m., prac 9, race 10:30. 208/263-4587, 263-6515.

LOUISIANA

MOTOCROSS
Waggerman, LA. 6 mi. north of U.S. 90 off Huey P. Long bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

NEVADA

MRAN GRAND PRIX
Caliente, NV. 170 mi. North of Las Vegas on US 93. Nov, Am & Ex classes. 50% Trophies to Nov, prizes. Entry $11. Firemans breakfast, old fashioned 4th. 702/648-3237.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 8 races series, $3,000 bonus to Ex. 918/456-8421.

TEXAS

MOTOCROSS
Mosier Valley MX Park. Arlington, TX. All classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

WASHINGTON

MOTOCROSS
Hillside MX Track, Moses Lake, WA 11 mi. West of Moses Lake on I-90, exit 164. All classes 100% Pro P.B., Top AM of 6-race series win RM80. Entry $7, $12 Pro. 509/663-2433.

July 3

AMA GRAND PRIX
Austin, NV. 176 mi. East of Reno. 125 thru Open, OT, PP, Vets classes. Trophies, finisher pins and finisher T-shirts. Entry $15 mail, $20 post. Insurance. Race 150 mi. Start 9 a.m. 702/964-2579.

July 4

TEXAS

AMA SHORT TRACK
Wichita Falls, Texas Speedway. US 281 South. Pro classes. $1500 Purse. Fireworks display. 817/322-5262.

IDAHO

FOSSIL BOWL $1500 MOTOCROSS
Clarkia, ID. 80 thru Open Am, Ex classes. $1500 purse and contingencies, 33% trophies. Entry $20 Pro, $10 Am. Sign up 8 a.m., prac 9:30, race 11. O/N Camping. 208/245-3670, 245-3608, 667-0305.

July 7

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. reqd., med coverage. No pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb reqd., med cov. No pit riding. 213/881-5778.

GREAT WESTERN INDOOR M/C SWAP MEET
Great Western Exhibit Center, Los Angeles, Ca. Opens 6 p.m. to 11. Adm. $2.50. 213/588-7310.

July 8-9

AMA DUEL EUROPEAN SCRAMBLES
Lucerne Valley, CA. Camp Rock Rd. Limed from Y-cafe. All classes. 213/288-9522, 714/842-3092.

July 9

CALIFORNIA

MOTORCYCLE RALLYE CLUB SUNRISER
Woodley Ave., Park, CA. Located ½ mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry $4, $5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. P.B. to Mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Prac. 8 a.m., race 9. Memb. reqd. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

D-36 SEMI-PRO SHORT TRACK
Town and Country Fairgrounds, Napa, CA. Take 3rd St. to Silverado Trail entrance. Gates open 3:30 p.m., prac 5, race 7. All classes. Aragon M.C. 415/892-5350.

AME MOTOCROSS
Mountain High International, Fresno, CA. H-99 to H-41, to O'Neals, North Fork, 14 mi. to Rd. 221, left to track. All classes. 100% P.B. 40% trophies to Sptsmn, Mini & 100 Ex. Entry $8 Sptsmn, $12 Pro, $13 post. Gate fee $3. O/N camping OK. Gates open 7 a.m. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

RACING WORLD ESCAPE COUNTRY
Southern California's only motor recreation park with
OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Racing Schedule
JUNE 18 — AME Motocross (Calif. Course)
JUNE 18 — Yamaha Kart Sprints
JUNE 25 — CRC (Calif. Course) FREE entry

Whatever you decide to do, do it with Cycle News.

1st & 3rd SAT. NIGHTS
Sprockets Park
Post Entry Only
$7 Sportsmen $10 Pros
2nd & 4th SUNDAYS
Indian Dunes
Sportsmen
$8 Mail $10 Post
Pros
$12 Mail $15 Post
EVERY FRIDAY NIGHT
Indian Dunes
Post Entry Only
$7 Sportsmen $10 Pros
1st & 3rd SUNDAY
Racing World
Post Entry Only
$8 Sportsmen $12 Pros
Membership Required
AME, PO Box 1421, Reseda, CA 91335
213-881-5778
A.M.E. Sanctioned

Coors TRANS AME 78
Trophy Presentation
Reseda Park
Oxnard & Reseda Blvd.
JUNE 24th
12:00 Noon
Everyone Invited
for info: 213-881-5778

Minicycle Motocross
A.M.E.
June 16 - Indian Dunes
June 18 - No Race
June 23 - Indian Dunes
June 25 - Indian Dunes
American Minicycle Assn.
213-881-5778

PERRIS RACEWAY
(714) 657-4879, 657-8917
Every Saturday Night
TT & Short Track
JUNE 17 - ST/TT Scrambles
JUNE 18 - Gripsters MC D-37 AMA Points TT

ADRA Race Schedule
JULY 9, 1978
Prescott, Arizona
100 Mile Desert Race
(602) 252-1900
Arizona Desert Racing Assn.

Kawasaki Series Final
Sunday, June 25
Saddleback Park
100% Payback Pros
30% Trophies Sportsmen
714-558-1584

WANT ADS

Help Wanted

S & W Engineered Products
The leader in aftermarket suspension and competition engine specialty parts is looking for a customer relations person with a technical background. Mechanical skills required. Should have extensive background in M/C aftermarket business. Prepare a resume and call. (714) 527-1641. (21/TFN)

Honda mechanic
Must be experienced, have own tools, attitude for complete custom satisfaction — excellent company benefits, including profit sharing. Good pay & working conditions — Contact Service Dept., Kolbe Cycle, Reseda, CA. (213) 345-7616. (TFN)

Due to recent expansion
We have an opening for a person experienced in parts and accessory sales. Excellent benefits. Medical & dental plan. Contact Len at T & O Yamaha, 24020 Narbonne Ave., Lomita, CA 90717. (213) 534-2311. (23)

Honda Mechanic
Urgently needed. Top pay, good opportunity to right man. Inquire at Doc Trainer MC Specialties, 2706 Main St., Riverside, CA 92501. 714/686-1681. (22)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

Honda Kawasaki mechanics
Top notch technicians wanted. Excellent pay & benefits. Year round work. Call Bob Dellorto (813) 971-8171. Tampa, FL. (24)

Honda Parts Person
Apply Lakewood Honda, 11747 E. Carson, Lakewood, CA. Ask for Steve (213) 860-1354. (TFN)

Mechanic wanted
Commission or hourly. Apply Sunshine Yamaha, 1010 W. Chapman, Orange, CA. (714) 633-0064. (24)

Honda Parts Person
One of California's largest Honda motorcycle dealerships is looking for experienced parts man. Excellent salary plus commission, paid vacation. Apply at Ontario Honda, 931 W. Holt, Ontario, CA 91761. (714) 983-0695 or (213) 331-7115. (TFN)

Administrative assistant needed Bel Ray Co., Inc.
To assist regional manager, manage office, process sales. Good salary, excellent benefits. Call Dave Rodgers between 8:30 a.m. and noon. (714) 522-0581 or (213) 921-1055. (TFN)

Assistant Service Manager
I have my service writer. Now I need an experienced assistant. Must know customer & mechanic management as well as proper way to write RO's to get the most out and maintain good customer relations. Salary plus commission. Bill Krause Sportcycles, Honda, Yamaha, Kawasaki. Ask for Jim (213) 671-0405 or 674-5311. (25)

Sales person opening
Accepting applications to sell the three leading brands. Harley-Davidson-Honda-Yamaha. Commission + guaranteed salary. Apply in person, 2531 S. Main St., Los Angeles, CA. (213) 749-6235. (TFN)

Honda Parts
Need sharp person to fill opening in our fast expanding parts & accessory dept. Excellent work conditions, profit sharing, retirement & health insurance. Top salary to right person. Honda of Pasadena, 1965 E. Foothill Blvd., Pasadena, CA 213/795-0271. (24)

Parts Management
Triumph Motor Cycles America, Inc. is looking for an aggressive individual with experience in Triumph parts and inventory control procedures to work in its growing parts department. Please contact Gene Cox at (714) 996-8200. (23)

Our mechanics earn $20,000 per year
Imm. opening for full journey MC mechanic. $10.– per mfr's flat-rate hr. Year-a-round emply w/larger, well est. dlr. Yamaha — BMW — Triumph —Moto Guzzi — Norton — Ducati. San Francisco Bay Area. Send brief work history w/1st reply. CYCLE SPORTS, 2355 El Camino, Santa Clara, CA 95051. (TFN)

Wanted
Factory trained H-D mechanic for the sunny southwest. New modern facilities. Must have 5 years experience and be up to date on 1978½ model bikes. Commission plus benefits. Barnett H-D, 9505 Montana, El Paso, TX 79925. (915) 592-0666. (25)

AMS
AMERICAN MOTORCYCLE SCHOOLS, INC.

Start an exciting career as a...

Motorcycle Mechanic "The California School of the Professionals"
Residence or Home study
If you're serious about becoming a top-notch motorcycle mechanic you'll want the best possible training available. You can't afford second best and neither can we. If you think you have what it takes to become a professional...

Call toll free 1-800-423-4678
Calif. Residents call collect (213) 944-0123. AMERICAN MOTORCYCLE SCHOOLS 10025 Shoemaker Ave., Santa Fe Spgs., CA 90670. (TFN)

'77 TT500 Yamaha
Excellent condition with K&N filters, down pipe. Also stock equip. I just have no time to ride. Assume loan if you qualify or pay off of $912 — Call after 5:30 (805) 647-1556. (23)

'78 RM 125 Suzuki, $800
Very clean, excellent condition. Come try it. (714) 877-2789. (23)

2 Honda MT125R road racers
Get into racing cheap. Both cycles brand new with all the trimmings. No reasonable offers refused. Call Bill (303) 744-3529. (23)

Wanted Champion frame
for 125 Yamaha with or without motor. (209) 686-2371. (23)

'77 Suzuki RM 125 B
Excellent condition. It's like brand new. Don't pass it up. $700.00 or best offer, and lots of extras. (209) 226-3139. (28)

Yamaha TT500 Trackmaster
Barnes wheels, disc brakes, Betor forks, Red Wing shocks, proven winner both Sportsman and Pro. $1595.00. (213) 866-7496. (23)

1977 SUZUKI RM250B: New transmission, fresh crank rebuilt, new piston and bore. Bike has extras, moto-tek ignition, floating rear brake. Both wheels laced with stainless eight gauge spokes, many more extras. (213) 863-9641. Will sell, $750. (24)

1978 & 1976, 400cc MONOSHOCKS. Both desert ready. $1600 takes all. Call after 6 p.m. (213) 661-5657 or (213) 869-0749. (23)

1978 RD400 Yamaha Cafe
Chambers, K & N trick ignition, rear sets, clip ons and much more, very fast. $900 or trade for clean Volkswagen or sports car. (714) 894-5932. (23)

Rusty Davis WPI is quitting
750 Yam. Shell motor in Boss frame, super clean and fast, $3,000.00. (2) Yam. YZ 250 in Champion frames, fast, $1700.00 each. (707) 644-3748. (23)

For sale* Ron Wood's Norton Flat Tracker
Race ready, Ascot National Winner, #3000. Sincere calls only please. Contact Ron Wood, 2031 SE Main St., Irvine, CA. (714) 546-2901. (23)

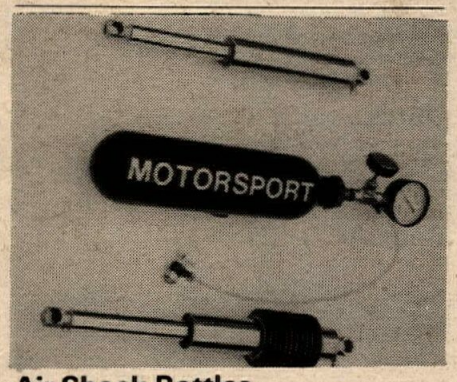
1975 Bultaco Astro
360 fresh engine, $800.00 with Pico leathers, $1,000.00. (213) 530-5008. (23)

YAMAHA 100 MX, xlnt./ridden very little. Good kid's bike, xtras, $250. Also 125 YZ skid plate & down pipe, $20 ea. "Want bike trailer." (213) 925-0628. (23)

New Mini Elsinore
With Fox Airshox, E.C. Birt air box, new CJ racing frame, Jeff Ward cylinder, piston & carb. (standard bore), new everything. Call Jerry Surber at (713) 482-7593. (23)

YAMAHA YZ80, 1975, like new, extras. Must sell, $225.00. (213) 927-8265. (23)

Factory replica number plates and side panels
Handmade, opaque, polyethylene number plates and side panels for Suzuki RM, Yamaha YZ, Honda CR, etc. Side panels — $21.95 per pair. Front number plate — $5.95 each. Dealer and direct. Send to PRO RACING PRODUCTS, 3639 So. 2110, E. Salt Lake City, Utah 84109 or call 1-(801) 272-7472. (25)



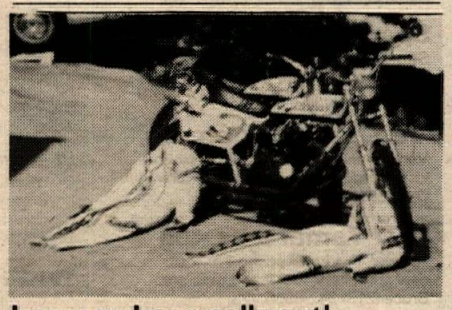
Air Shock Bottles
1800# certified filled to 600# with core depresser air chuck, $79.50. Motorsport air shoks, $149.50, w/coolers, $174.50. Bottle & shocks, $20 disc. Motorsport, 5900 Manita, Long Beach, CA 90815. (213) 596-3691, 6-10 p.m.-PDT. (25)

MX Racers — Tired Arms?
Use this MX-Xerciser. Strengthens arms, wrists, grip, shoulders, even legs! Uses your own weights, or a pail of sand, etc. $17.95 + $2.00 S&H. Freedom Sports Center, RR 1 Box 98, Houghton, MI 49931. (2x/21/EOI)

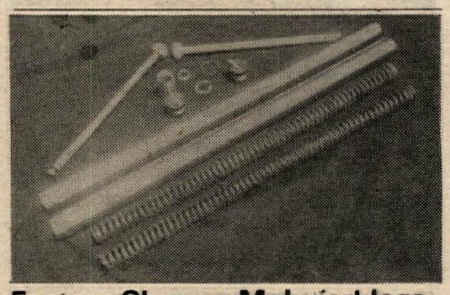
'77 Maico enduro
Trick 340cc engine — Fox Shoxs — 38 Mikuni — 3.4 gal. tank — VDO — Metzelers — tool bag — excellent condition — Motoplat — D.I.D. rims. Night (714) 996-3241, day (213) 670-7440. (23)

KAWASAKI '72, 100cc, runs strong — $250 or best. (213) 422-2972. (23)

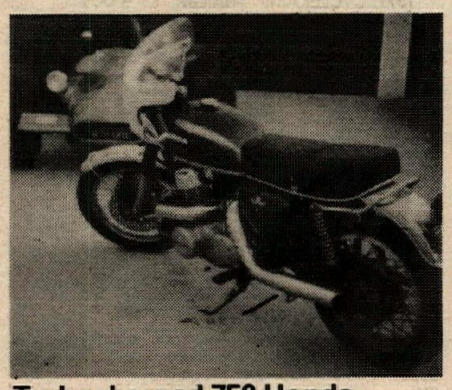
1978 KTM alloy side panels
Now available for new orange frame MC-5, stronger than stock. Semi polished alloy includes mounting screws and grommets. $18.95 ech. 1978 KTM Accessories Catalog $1.00 refundable on 1st purchase. Send check or money order to: San Mateo Yamaha, 521 E. 5th Ave., San Mateo, CA 94403. (415) 347-4758. (EOI/17,19,21,23)



Ironman Irons sells out!
2 — 650 Yamahas — Both have CDI ignitions, chromed Trackmaster racing frames, Trackmaster fiberglass, custom paint, K.H. cam, 32 Mikunis, chromed hubs, trick trans., Ceriani forks. One is street legal. $2,000 each. Also 1 pair Maely steel shoes, left & right, size 9, $50 pair. 2 sets Bates leathers, padded & lined, size-5'8-160 lbs. $75 each. (714) 684-4311 after 5:00. (23)



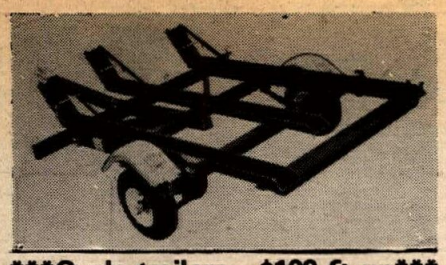
Factory Chrome-Moly forklegs & systems
For Honda, Suzuki, Maico, Yamaha, Marzocchi. Used by Factory Maico Team. Up to 4½ lbs. lighter — three times stronger; guaranteed not to bend; airspring dampening to 11½ inches travel — BFI. (714) 557-8048. (4/EOI/2x — March 6x)



Turbocharged 750 Honda
Very fast, reliable ST bike, ¼ time 140+-10.51. Will take 500 Yamaha Enduro in trade or sell for $2000.00. Very lo mi. since all new. Kent at (213) 588-2296. (23)

'73 YAMAHA 250 MX, super clean, suspension, xtras, $350.00/offer. (714) 879-9249. (23)

7-speed Hercules
Great bike, too many extras to list. Moving, must sell. Call, let's bench race. Ready to deal. After 5 p.m. (213) 696-0489. (23)



Cycle trailers...$199 & up

1, 2 & 3 rail — Major Brands + 4 & 5 Rail Customs — Small or large wheels. Also Utility & Vehicle Trailers & Hitches. MS (213) 767-1757. TFN

Motorcycle trailers

2, 3, 4, rail. Big wheels, springs and shocks. $275.00 to $295.00. (213) 630-3799 or (213) 861-7721. (TFN)

1977 Yam. TT 500

Trick engine, 19 inch rear wheel, Lectron carburetor, less than 1 year old. Very fast! $1500.00. (209) 255-4382. (23)

'75 Honda CR 250 (up-pipe)

S&W fork kit, air caps, Works Performance shocks, good condition; never raced. Makes a great play bike. Extras also. $400. Ask for Nelson (213) 826-7953. (23)

'75 Yamaha 400 Mono

Super clean — A1 condition, $575.00. (213) 923-7807. (24)

'75 Husky 400 WR 6 speed

Excellent enduro or play bike. New top end & tires. Electronic ignition, VDO speedo, lengthened & improved suspension, street licensed, very well maintained. (714) 536-0229. (23)

'75 Husky CR250GP

Completely rebuilt from ground up. Fox suspension both ends. Profab clamps, good tires, lots of new parts. Looks and runs like off showroom floor. Will deliver. (714) 755-3036. (24)

'77 RM 250 B

Baker fork kit, Metzeler, many extras. $600 (six hundred). Jeff (714) 454-8038. (23)

Spare XL250 engine, $150

Strong and reliable. Mikuni carb, Yoshimura crank, Jerry Branch head, Weber cam, pipe. Would make a great cart engine. (714) 677-5813. (23)

'76 YZ125C Mono

Very clean, very fast, used very little. 510 D.I.D. chain kit, air forks, Cross Four rear rim by Wheel Clinic. $475. (714) 879-8254. (23)

1977 Yamaha YZ 400

Answer Products swingarm, Luft, ported, new chain, new sprockets, looks and runs great. $1000.00. Ask for Bruce (213) 342-0956. (23)

1978, 250YZ YAMAHA, desert ready, ridden 3 times, better than new! II gas tank, skid plate, green stickie! $1495 firm. (805) 252-0748. (23)

1976½, 250 AW Maico red frame

Exceptionally clean, very few hours, Wheelsmith up pipe, built seat, K&N bars, Leakproof seals, much more. $875.00 to a good home. (714) 264-3252. (23)

'76 Suzuki RM250

Excellent condition, low miles, very clean, extras. $600. (213) 455-1613. (23)

F.M.F. '78 125 Suzuki

Big chain, 36mm carb, head, pipe, ported, seat, side plates, 3 mo. old, $850. (213) 540-4294. (23)

1977 CYCLEKAMP TRAILER, $695. '77 GL rear shocks, $25 a pair. Calfia scootboots with rails, $30. GL rear crash bars, $25. Call anytime (213) 579-1264. (23)

Pro-Trac Trailers

The finest, most attractive trailers built! Send for brochures and prices. 7685 Placer Rd., Redding, CA 96001. Phone: (916) 244-1170/eves. (916) 241-1100. (24)

Jawa Speedway, $995.00

Clean throughout, fresh motor and lots of extras. Financing available. Call: (714) 623-1204 from 9:00 to 7:00. (TFN)

Motorcycle Recycle

Has used motorcycle parts. Large selection of engines, frames, tires, wheels and more. All reasonably priced and guaranteed. Call or write for further information. Motorcycle Recycle, 110 N. Manchester, Anaheim, CA 92802. (714) 776-8630. (TFN)

(213) 348-8381. (23)

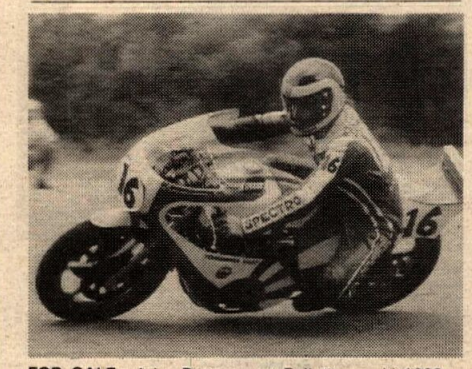
Can-Am parts

Complete inventory of all Can-Am parts. All years and models. Orders shipped UPS same day. Fox Trail Motors, Algonquin, IL. (312) 658-5284. (47)

WINDJAMMER SS $258.00 w/mounts. We can fit most makes. Bell RT Helmets $38.50. Pasadena Honda the #1 volume dealer. 1965 E. Foothill Blvd., Pasadena, CA. Open 7 days. (213) 795-0271. (24)

New Yamaha 1978 TZ 250E

Road racer in crate. Concord Yamaha (415) 798-2582. (25)



FOR SALE: John Bettencourt Egli Kawasaki 1000cc Yoshimura Racing engine. This bike can be made street legal. Has full lighting and charging systems. Has turned lap times of 1:12 sec at Loudon. Estimated top speed of 185 mph. Inquire at Yoshimura East. (201) 728-1770. (21/TFN)

FOR SALE: John Bettencourt 590cc Honda Road Racer. Dresda framed, morris mags. This is the fastest 550 based road racer in this country. Top speed 150 mph, weight 320 lbs. Inquire at Yoshimura East. (201) 728-1770. (21/TFN)

'77 KTM 400, '76 Maico forks

Stock bore & piston; many extras, $1100.00. 10 inch travel complete fork assembly, $125.00. Ask for Charlie (714) 532-2019, work 898-0758. (23)

'77 Bultaco Pursang 370

$750.00, like new — Metzelers — Mikuni. (714) 737-2051. (23)

17 ft. Smuggler trailer

Hitch included. $1500. After 5:30 weekdays (213) 925-7285. (23)

'73 Kawasaki 900 Z-1

Immaculate — new Windjammer SS; Kerker 4-1; custom seat & back rest, oil cooler, S&W shocks, #1 Products fork kit; Denselube chain — $1150.00. (714) 638-8877. (23)

'77 RM250B Suzuki

Complete "C" forks, Hallman, DeCoster bars, Tony D. fender, new plastic tank, Phase II air filter, Kable Keeper number plate, super clean and runs strong, $750. (714) 631-1079. (23)

Motocross course

Available for clubs — groups or any organization for only MX races every first and third Sunday every mo. Elsinore Raceway (714) 826-2386. (24)

Kawasaki 500cc H1

Dunstall Cafe equipped, clean and fast, any reasonable offer accepted. (714) 629-8058. (23)

'76 Yami 175 YZC + '73 Suzi 175

Both desert ready. YZ has 2 tanks & bars, Inter-Ams, K&N,. Diamond, new bottom end. Cherry. $550. Suzi has Betors, J-Bars, E.C. Birt, Curnutts, Gyt-kit, Reed, new top end. Bargain. $250. (714) 831-2215. (23)

Rocket CR 125

Super clean, fast, FMF ported, DG Inter. kit, Moto-X Fox up pipe, air forks, all new rear suspension, and more. $475. (714) 552-9073. (24)

'75 Rokon 340 MX

Race or play. Steal it for $500.00. (805) 484-2571. (23)

WANTED: Barnes rear wheel for 750 w/disc and spacers. (213) 961-2383. (23)

"Desert bike-250cc $300/offer"

'72 Bultaco Matador. Good condition, 2-new knobbies — new magneto. (805) 498-9318. (23)

Honda and Kawasaki

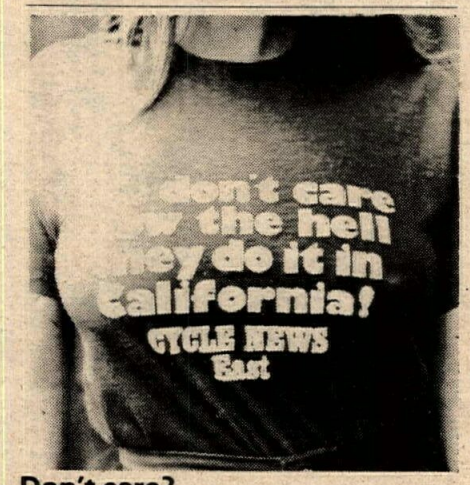
Franchise Owner retiring after 15 years. 1977 gross $227,000, open 38 hours per week, parts, accessories, equipment, fixtures and supplies. $120,000, total $190,000, terms. Building available. County Center Realtors, 3200 Myers Street, Oroville, CA 95965. (916) 533-4588. (23)

Wanted — dead or alive

Will pay cash for used mini-pickup. Any make — Toyota, Chevy, Datsun, Mazda, etc. Running or needing a little work. Call after 5:30 Mon.-Fri., any time Sat. or Sun. (213) 867-2805. (19)

Phil Lucidi wins Open Beginners

at Cycle Haven (23)



Don't care?

We don't care how the hell they do it in California. And since you don't either — tell the world with a stop quality, red T-Shirt sent to the address of your choice for only $4.50. Send check or money order, your name, address and size desired (Small, medium, large, X-large) to Cycle News Products, P.O. Box 805, Tucker, GA 30084. (50/TFN)

Super mini truck

1975 Mazda Rotary. Beautiful condition, many extras. Solid and FAST. (714) 598-5350. (23)

'76 CR250 HUSKY. Good condition, xtras, college forces sale, $750/offer. (714) 826-6697. (23)

Enduro Elsinore

Lots of low end, Reed valve, Mikuni, M.T. 1st gear, speedo, Freon Boges, Baker front, super reliable & clean, $475. (213) 867-9236. (23)

Champion 750 Yamaha for sale

All the goodies — race ready. Also stock 650 Yamaha-eng. Day (805) 763-1759, night (805) 765-2789. (23)

'75, 400WR Husky

Desert tank, 38 Mikuni, mild porting and pipe work, plush 8" Fox spring/air forks, 7" "Works" rear. $575/offer. Rick (213) 826-6902. (23)

Brand new '78 YZ80E

Hardly ridden. Too small for rider, $475.00. After 6 p.m., ask for Chuck (714) 960-5717. (23)

'77 Jawa Speedway bike

2 hours hold. Must sell, set up by Bill cody, excellent condition. International M/C, ask for Jim (213) 346-3700. (23)

Team Honda

1976 CR 125, Fox Shox, Pro pipe, 520 chain, Miller swingarm, 9 gauge spokes, brand new bore, piston and low end. $475 O.B.O. (213) 943-6197. (23)

1973 Honda CB 450

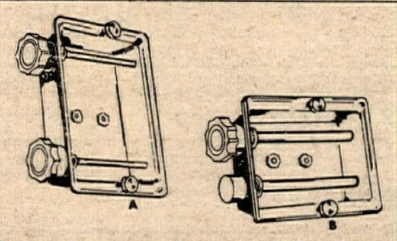
Excellent condition — low mileage. Adjustable padded sissy bar w/rack. Recently serviced — new tires & chain, $680. 1827 E. Ocean Blvd., Long Beach, CA. — Phil (213) 435-5119. (23)

1974 Chevy Beauville Van

Every factory option plus Bilstein Shox, mags. $3,800. See it at Cycle News headquarters. (213) 427-7433, Mr. Klinger 9-5 Mon.-Fri. (TFN)

Wanted dead or alive

Small, 4-cyl. pickup. Any make, Ford, Chevy Luv, Datsun, Toyota, Mazda, etc. ANY CONDITION. Running or needing a little work. Will pay $ if reasonable! Ask for Brian George, eves. (213) 867-2805. (TFN)



"New Route Chart Holder"

A. 3½"x4¾", $17.95. B. 3"x4", $16.95. Madce of ABS plastic material case. Light weight, strong, comes with route chart tape. Dealers & distributors inquiry invited on company letter head. Clairemont Cycle Supply, 4461 Clairemont Mesa Blvd., San Diego, CA 92117. (714) 275-1823. (23)

'77 IT 175D

Long travel kit front and rear, ported, immaculate! $750. '76, 175 GP Husky — factory porting, gas Curnutts, 38mm Mikuni, more! $585. (213) 376-6263 or (213) 374-0015. (23)

'77 XR75 & ATC 70

Both bikes have under 100 miles, neither raced — XR, $350.00; ATC 70, $250.00. (213) 379-3143. (24)

All models in stock and ready for delivery.

Complete line of MX, Trials, Desert and TT equipment.

Parts and accessories.

Quick/fast Mail-Order anywhere.

Complete machine shop service.

Send $1.00 for catalog and decal.

STEVE'S BULTACO
7627 Van Nuys Blvd.
Van Nuys, CA 91405
(213) 780-6300 (213) 994-7468
Steve's Van Nuys CA 91405

malcolm smith
GOLD MEDAL PRODUCTS
1978 CATALOG
OVER 100 PAGES OF MOTORCYCLE ACCESSORIES FOR MX, ENDURO, DESERT, TRIALS & STREET RIDERS
SEND $3.00 TO:
MALCOLM SMITH M/C
7563 INDIANA
RIVERSIDE, CA 92504

Motocross VIVA Trials
Montesa
VIVA DISTRIBUTING CO.
10625 Vanowen, Burbank, CA 91505
213-766-6101

SUZUKI
Dale Brown Suzuki
Sales Service Parts
Special NGK Plugs 94¢
Call us for hard to get Suzuki parts
Complete parts inventory
213-427-8941 2441 Long Beach Blvd.
Long Beach, CA

BSA parts - new & used
Shipped Anywhere
Specializing in BSA & Triumph repairs
Jim Hunter Motorcycle Repair
1140 S. Cypress, Unit A
La Habra, CA 90631 (714) 525-1504

SUZUKI
TRY US FOR
HARD TO FIND PARTS
Town & Country Cycle
411 S. Brookhurst
Fullerton, CA
714-871-2460
DUNE CYCLE

ELLIE TAYLOR'S PRESCRIPTION GOGGLES
SEND 25¢ FOR INFORMATION
P.O. Box 5023 "N", Santa Barbara, Calif. 93108

Yamaha & Bultaco of El Monte
2859 No. Durfee, El Monte, CA 91732
213/442-5800
Lots of New, Used, & Obsolete Parts in Stock
Mail Order Anywhere

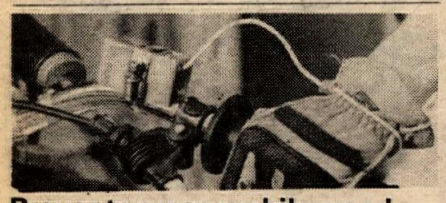
Redline XL350
Honda XL350 engine in Redline trailbike frame. Konis, Betors, Pettys. Super playbike. Street registered, lights in a box. $850/offer. Call evenings (209) 951-5653. (23)

'78 Yamaha IT175, 180 miles
Never raced — like new. Call after 4 p.m. (213) 547-5606. (23)

'78 400YZE, 3 months new
Play ridden twice in desert. Going back to Suzuki. Phase II filter, two sprockets, desert tank available. $1385. (213) 921-4231. (23)

Trackmaster frame
For TT 500. Rear wheel & disc brakes, new Champion glass, $575.00 or offer. (415) 754-3019. (23)

Priced right
Cycle Factory S.T. frame; nickled. Complete with glass, motor mounts for both Bultaco and Honda-CR, S.T. and T.T. pegs. $250.00. &916) 756-6697. (24)



Prevents runaway bikes and engines
Shuts engine off when marble is pulled free. Send $14.00, includes tax & postage. Add $3.00 for spare marble strap. MARBLE SAFETY SWITCH, INC., 14551 Ventura Blvd., Sherman Oaks, Calif. 91403. (213) 783-1567. DEALER INQUIRIES INVITED. (29)

OIL PAINTINGS, from any photograph. Call Manuel Burton (714) 885-5646. (23)

CZ
Parts, accessories and service. JB Cyclery, 2332 Fruitdale Ave., San Jose, CA 95128. (408) 286-2891. (23)

WINDJAMMER SS $258.00
w/mounts. We can fit most makes. Bell RT Helmets $38.50. Pasadena Honda the #1 volume dealer. 1965 E. Foothill Blvd., Pasadena, CA Open 7 days. (213) 795-0271. (24)

* * Heli-Arc welding * *
We can weld aluminum tanks & magnesium cases. Also frame straightening & modification, Heli-coil thread repair, cylinder boring, & complete machine shop. (213) 985-1272. (24)

FOR SALE: 5 bike trailer, built for road to Soggy Dry Lake, easy towing — $325. (213) 425-1625. (23)

Flat track 500 & Speedway bike
Yamaha 500 — Trackmaster frame, disc front and back, very fast but dependable motor — fast enough for professional or sportsman. Also Speedway bike, must see. (714) 862-3345. (24)

1978 RM125C *****
Xlnt. cond., clean ports, Metzelers, new piston & rings. Bike is perfect. Must sell!!! Moving to 250. $695.00 firm. Call after 7 p.m. Rick (213) 469-8731. (23)

WANTED: Original, complete Triumph TT Special (TR120TT). Cash. Mike (602) 248-7814. (25)

750 Yamaha Champ. frame
SUPER FAST, excellent cond. All the best in engine. 3000cc cases, special cam, new front end, some spares. Will sacrifice, $1850.00. (213) 869-9862. (24)

Kawasaki dealership for sale
For sale, established Kawasaki in the heart of Colorado's prime riding area. The over ½ acre with building, sales and service facilities plus inventory and equipment all for $85,000. Call Gunnisson Realty, Inc. (303) 641-1111. (TFN)

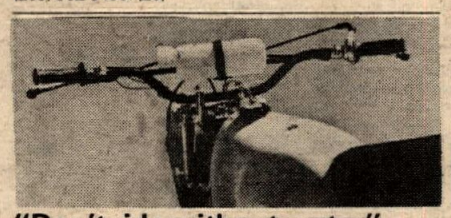
Gene Romero's Yamaha
C & J frame, complete less motor. Cerianis, discs, etc., only $795.00. (415) 798-2582. (25)

1976 Kawasaki 900, $1300 OBO
Call 7 p.m.-9 a.m. (213) 395-2631. (23)

Russ Darnell Motocross School
July 10-14 Straddline, McCleary, Wash. Aug. 14-17 Saddleback. Aug. 28-Sept. 1 Dixon, CA. Sept. 4-8 Indian Dunes. Limited entries. For full details & reservations call (213) 767-1854 or (213) 367-1722. (37)

Laverda Enthusiasts
New Laverda dealer has the new 1200cc Jota America and 1000cc Jarama. Sherman Oaks Honda & Triumph, 14460 Ventura Blvd., Sherman Oaks, CA 91423. (213) 788-2251. (24)

Husqvarna Automatic
1976 — like new — 390 pipe + extras — $975.00. (209) 562-3455. (23)



"Don't ride without water"
The Enduro-Jug is a 1 qt. canteen, engineered to fit the cross-brace of your handlebar. Colors: Blue, yellow, red. Send $11.99 check or money order to: Tumbleweed Enterprises, P.O. Box 3607, Torrance, CA 90510. (213) 378-5530. Dealer inquiries welcome. (26)

Brand new! '78½ RM 250C2
Under 12 hrs., stone stock, front Metzeler, + extras. Must sell, need money. Perfect condition, $1250.00 or best. Alex (213) 338-2739 or (213) 337-2188. (23)

RICKMAN ●RICKMAN ●RICKMAN!
WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and MkIV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (27/TFN)

'75½ Honda CR 250
Xlnt. cond., 36 carb, DG head, RC tank, Reed valve, S&W fork kit and 16½" shocks, very clean, xtras, $550 O.B.O. (213) 255-8704. (23)

Jawa Speedway
Oversize valve, cam, gearing for all tracks — runs excellent. $975.00. (714) 682-1030. (23)

Custom cycle trailer
Sprung 4-rail trailer with ramp & storage box. Two inch ball hitch & 15 inch wheels. Legal wiring. $275 or offer. (714) 840-4759. (23)

'77 Yamaha IT175 2 Dayer
YZ forks + shock, fresh engine & running clean. $800.00. Might trade on ATC 90. Proven Gold Medal winner. After 4:00 (805) 589-0335. (23)

'78 Husky 250 OR
4 months old — excellent condition. $1695.00 or offer — need money. (213) 567-7736. (26)

Yamaha 750 Trackmaster
Fresh Shell motor, ready for TT or Half-Mile. Good buy at $1495.00. (415) 798-2582. (25)

'74 Jawa
Fresh motor by Shaffer, everything for racing, $1200. (714) 687-7821. (23)

'77 Honda generator 250 watt
Like new, easily runs, air conditioner. $499.00. (714) 837-9638. (23)

100 YZ Yamaha C
1977, excellent condition. Sacrifice for $385. Call (714) 724-4171 or (213) 822-1716. (23)

'76 YZ400 Monoshock
Just bored, Metzelers plus spare tires, Vesco tank, Terry kit, new chain, skid palte, I-A alum. bars, K&N filters, xlnt. cond., desert ready. $700. Day (714) 979-3666, eve. (714) 768-0273. (24)

Tattooing Supplies
World's finest tattooing equipment. Designs, needles, books, machines, colors. 48 page color catalog, $3. Spaulding & Rogers Mfg., Inc., Dept. CN, Voorheesville, NY 12186. (518) 768-2070. (33)

Wanted — XR75 or 80
Will pay cash for used XR 75 Honda or 80cc Yamaha. Call after 5:30 (213) 867-2805. (21/tfn)

Norton Triumph owners/dealers
We repair stripped ports threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (TFN)

New Honda MT125R road racer
Still in crate, includes everything. Drastically reduced. Ask for Bill or Neil. Dlr. — Lynnwood Honda (206) 775-7575. (23)

Sacrifice 1976 Husky 250CR
New top end, excellent condition, T & O used bike warranty. $595 plus tax and DMV fees. T & O Yamaha, Lomita, CA. (213) 534-2311. (23)

'76 RM250A, $550
Works Performance shocks — fresh, aluminum swingarm, full floating brake, very fast. Also 3 rail trailer — $100. (714) 772-8183. (23)

Powroll 267 XL CJ Honda
18½ works gas & TTC's, CDI, Baker pipe, E1, RC tank, 198 lbs. dry, trick everything else, roller cam — $1800.00. (714) 247-4597. (23)

'77 RM 250 B trick!!!
11" travel Simons forks, 17½" Fox Air Shox and Thor alum. swingarm w/10½" travel, 17" rear wheel w/Trellborg, Moto-tek, much more. $1300. (415) 967-3146. (23)

'75 CZ 400
5 speed, Maico front end, full floating front brake, Fox rearshocks, 10 inches front & rear, Femsa, Maico seat & tank, many more modifications. Call and ask. $650. (415) 364-8785. (23)

CR 250R brand new
Ridden two times, $1495.00. (213) 399-2549. (23)

Yam. 500 TT Staracer frame
Race ready, except engine and wheels. TT and ½ mile pegs. S&W and Mulholland shocks. $800. (209) 255-4382. (23)

Motorcycle Accessories
Luft remote reservoir shocks like new — plus spare parts. Cost $185.00 — sell for $95.00. (213) 348-0611. (23)

THORWALDSON ALUM. swingarm fits '76-'77 Maico, for Fox 17" air shocks — Cost $165.00 — sell for $95.00. (213) 348-0611. (23)

3 rail
Motorcycle trailer. (714) 992-0165. (23)

'76 Honda 7L 125 trails bike
Bought 8/77 like new — Hardly ridden, $475.00. (213) 861-7859. (23)

GARAGE SALE, motorcycle parts/accessories, alley behind 11900 W. Pico Blvd., WLA, (Pico Blvd. between Bundy and Barrington) Saturday only 6/17, 9:00-3:00. (23)

'69 Ford Window Van
V-8 auto, good tires, runs excellent, semi-camper, good bike hauler. $2,075.00. One ton heavy duty. (714) 761-1069. (23)

RD 350 Production RR
Excellent condition, very clean, fast, and dependable. Would make good Cafe racer. $750.00. Call (408) 988-5469 after 6 or (916) 442-4322 anytime. (23)

***** '78 RM125-C *****
Xlnt. cond., cleaned ports, Metzelers, Phase II, new piston & rings. Must sell!!! Need money for truck payments! $725.00 or best offer. Call after 7 p.m. (213) 469-8731. (23)

'76 Husky 360WR
Hanging it up at 52. Bike in good mechanical condition, doesn't need anything, has new tires, etc. $845. (213) 367-6889. (23)

'77 KTM 175
Excellent condition, son's bike, getting married. $1195.00 or offer. (213) 567-7736. (26)

'77 Yamaha RD 400
Low mileage, excellent condition, $950.00. Call after 5 p.m. (213) 927-2029. (23)

1977 Honda 750
All custom — Denvers frame, 23" Springer — all chrome —$2800.00. (714) 983-1937. (23)

At last! Built for bikers!
Detects all bands, continuous or pulsed and provides 100% protection at ranges up to two miles. Will fit your bike or money cheerfully refunded. $119 delivered with one year factory warranty. J. WILLIAM, LTD., P.O. Box 133/307 Tifft Ave., Horseheads, N.Y. 14845. Dealer inquiries invited! (23)

Harley-Davidson XR750
Motor completely rebuilt, many new motor and chassis parts, updated frame and cams, Looks like brand new. $4,500 or best offer. (312) 355-5740. (24)

'77 KTM 250
Excellent condition — $1195.00 or offer, need money. Ph. (213) 567-7736 or (213) 923-7684. (26)

'78 Can-Am Pro 250 MX4
Air forks, Fox air shocks, fast and clean, set up to win. Moving to Open class, must sell, $1500. (213) 347-3781. (23)

Truck and/or camper
'76 Toyota L.B. SR5, 21m, xlnt. cond. & Six-Pac campr. sleeps four, stove, sink, icebox, lights, jacks, etc. Must sell!! $3750 truck, $750 camper or best. (213) 343-0549. (23)

'77 YZ80D xlnt. shape, $350
Also Jofama leathers and Malcolm Smith boots. (714) 595-8758. (23)

'77 Maico AW 450
Excellent condition, ridden little. Wheelsmith up pipe, air fork kit & pegs. Must sell, going to hang gliding. $900.00. (714) 892-0514. (23)

'78 KX125 A4
Stock, under 8 hours. Also team leathers, 34 and boots 10½, new. $1450.00 takes all. Or boots, $60.00. Leathers, $60.00. (714) 685-7550. (23)

WANT AD BLANK

Private Party Rate
Ten words $2
11 thru 25 words $3
(Over 25 words, 10 cents per word)
Headline in Bold Type ..... $1 extra
Pictures, no larger than 5x7 ... $3 extra
No pp bill me's or phone orders.

Commercial Ad Rate
Ten words $4
11 thru 25 words $8
(Over 25 words, 30 cents per word)
Headline in Bold Type ..... $3 extra
Photos ..... $6 (Your Photo)
(No larger than 5x7)

Special Handling
Blind Box or Rotating Ads $5

Help Wanted Ads
Ten words $3
11 thru 25 words $5

Want Ad Deadline
Friday noon for the following Wednesdays publication. Send check or money order to CYCLE NEWS, P.O. Box 498 Dept. WA, Long Beach, Ca 90801.

CYCLE NEWS CANNOT BE RESPONSIBLE FOR ILLEGIBLE PHONE NUMBERS!

PLEASE PRINT

Name

Address City State Zip

Print Bold Headline here (Leave Spaces)

Area Code Phone Number

DEALER AND SERVICE DIRECTORY

For listing write Cycle News, PO Box 498, Long Beach, CA 90801 or call 213-427-7433 (Ad Dept.). Each individual 6-8 line listing: $150 per year (50 issues).

SERVICES

Engine Building and repair

BLUE STREAK - Porting & flowtesting. Two-stroke port., polish, 4 stroke cyl. head flowtested porting. Porting is our ONLY business. 714-992-4921. 737 S. State College, Fullerton. CA 92631.

CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 2217 N. Vancouver, Portland, Oregon 97227 (503) 284-6983.

E.C. BLUEPRINTS — Like to become a tuner or build your own bike? My experience could be cheaper than your mistakes. Info catalog $2.00 to E.C. Birt, Hwy. 46A, Rt. 2, Box FAST,Dickson, TN 37055. (615)446-6807.

FAIRWAY RACING PRODUCTS — Crankshaft rebuilding, Prod. & G.P. RR specialists, full Yamaha services available. Road race parts in stock. 1350 E. Yorba Linda, Placentia, CA. 714-524-1205.

HARLEY-DAVIDSON TWO STROKE SPECIALISTS — Complete Racing Service: Sleeving, Porting, Tuning. Genuine H-D Parts & Racing Goodies. Write: Krizman Eng., 13935 Nordhoff, Arleta, CA 91331. 213-768-2233. Enclose 50¢ for retail catalog. Dealer inquiries invited.

THE HOLE SHOPPE — WE disintegrate studs, E-Z outs, taps, pins, etc. without damage to parts. Heli-coil service, U.S. & Metric coarse, fine, & spark plug. Heli-arc welding for your hole & thread repair. 3269 Grant St., Signal Hill, CA 213-498-1446.

MACK CYCLE CENTER — 133 S. Euclid, Fullerton, CA 714-526-3177. Race & reg. serv. Crank rebuild, port, bore, cyl. head work, engine mods, custom exhaust. All models welcome.

TAP-EX COMPANY — 1825 W. 144th St., Gardena, CA 90249. 213-323-3834. Broken studs, e-z outs, drills, taps, screws, pins, reamers, inserts, etc., removed without damage.

Exhaust products

BONE'S CYCLE SERVICE — Start smoking with Bone's Smoker Expansion Chamber. Made to order. Porting, frame mods, dyno tuning. 2310 Meadowlark St., San Pablo, CA 94806. 415-758-2843.

Frames

TRACKMASTER RACING FRAMES — & ACC., for the Professional. Replacement swing arms for the new Goodyear DT 2 Tire. Deluxe RM 80 & YZ 80 Mini frames (ST & MX). A Must! 18548 Parthenia ST., Northridge, CA 91324. 213-349-9487.

Forks

FORKING BY FRANK — 945 Pitner Ave., Evanston, Ill. 60202. 312-475-1003. Fork tubes - any length. Springs, collars, crowns, trees, braces, spring conversion kits, extended cables, etc.

Insurance

CALIFORNIA Motorcycle Insurance Agency means low cost m/c ins. We represent various ins. co's. Phone or write for our lowest rate for your m/c. 213-679-3318. PO Box 92867, Los Angeles, CA 90009.

EVENT INSURANCE - Spectator Liability & Participant Coverage: TOM ALLREAD, BROOX RANDALL Insurance Agents and Brokers, 1132 N. Vine St., Hollywood, CA. 90038 213-462-2111, Ext. 250.

Monoshock Unit Service

WHITE BROS. CYCLE SPECIALTIES — 11611-17 Salinaz Dr., Garden Grove, CA 92643. Monoshock Modifications. The Monoshock experts. Long travel kits, internal modification & service on all '75, '76, & '77 shocks. 9-6 M-F. 714-638-1653.

Pistons

Q & E CYCLE ENGINEERING & SUPPLY — Caifornia distributor for WISECO 2 & 4 stroke high performance pistons & rings. Sizes: std. to 0.080. Catalog on request. 1140-A N. Kraemer Bl., Anaheim, CA 714-630-5720.

Riding apparel

A-1 BILL WALTERS LEATHERS — Custom leathers, Quality trail or competition, MX leathers, jerseys, belts, road riding jackets, pants. 7359 Varna Ave., N. Hollywood, CA 91605.

ABC LEATHERS, INC. — Top Qual. M/C rac. apparel. New design in R.R. & Skate Board suits. Nylon & Leather MX pants. Cleaning, alterations,repairs. M-F 8-4:30, Eves. & Sat. by appt. 9802 S. Atlantic, S. Gate, CA 90280. 213-564-1715. SEND FOR FREE CATALOG.

BATES LEATHERS! All of our quality leathers are waiting for you at the bigger-than-ever Bates Leather Shop For Street MX, Competition, — everything. Plus gloves, riding belts, sweaters. Shop with the Pros, be fitted by Pros. Over 30 colors. Alterations, number changes, cleaning & repairs too. All accessories also on display! Open M-F 8-4:30, on selected Saturdays and by appt. 660 W. 16th St., Long Beach, CA. 213-435-6551. Nr. L.B. Fwy. & Pacific Coast Hwy.

M & M APPAREL — Makers of "M & M Leathers" — custom racing and road riding leathers, MX pants, one-piece suits. Alterations & repairs. Also, jerseys of all types. P.O. Box 702, Sonora, CA 95370. 209/532-6181.

RISTER LEATHER WORKS — We specialize in repairing motorcycle boots & leather pants. Rister Leather Works, 134 Second St., Upland, CA 91786. 714-985-0922.

Steel Shoe

KEN MAELY — Steel shoes custom $50. 14" lace boots $50. Send boot or pattern with toe height. Rt. 2 Box 75B, 8530 Bedford Motorway, Corona, CA 91720. 714-735-0540.

Tires

Michelin, Pirelli, Dunlop. Best jobber prices in Western USA. Good dealer prices too. Large stock of Michelin racing tires, Michelin and Pirelli dirt tires, and tubes. For further information call: Cycle Tire Distributor, Long Beach, CA. 213-597-0339.

Vacations

GUIDED MOTORCYCLE TOURS OF America's beautiful Southwest on our new 750cc motorcycles. Interested? Write MOTORCYCLE TOURS OF AMERICA, 2921 Carlisle, N.E., Albuquerque, NM 87110 or call Larry Zamzok at 505-345-8581.

Welding

CHARLIE'S RACEWAY — CYCLE — Heli-Arc welding. Frame mods, boreing. Parts & Access. Corner of Beach & Bolsa, Midway City, CA. 714-897-1322. Charlie Hamill, Jr.

Wheels

WHEEL WORKS—For on and off road custom lacing & spin balance. Distributor for Akront, Avon, & Goodyear. 9104 Garden Grove, Garden Grove, CA 92644. 714-530-6681.

DEALERS

Anaheim

COLLINS & SON — KTM, Sachs, Penton, DKW, Maico, Hercules. Sales, Parts, Service. Dyno, Boring, Sleeving, & Pipes. 1265 E. Lincoln, Anaheim, CA 92805. 714-535-5000.

Q & E CYCLE ENGINEERING & SUPPLY — Montesa bikes & parts. Machine shop: boring, sleeving, milling, heliarc. Service on all bikes. 1140-A N. Kraemer Bl. 714-630-5720.

Canoga Park

CALIFORNIA OFF-ROAD ENGINEERING — Accessories for bikes, buggies with 4x4's. All at discount. Open nights 'til 8 o'clock. 8857 Canoga Ave., Canoga Park, CA. 213-341-8594.

Costa Mesa

AWARD MOTORS, INC. — Honda, Yamaha & Triumph dealer. Dyno tuning & boring. 1680 Newport Bl, Costa Mesa, CA 92627. 714-642-4343 or 714-833-9777

ORANGE COUNTY SUZUKI — Parts, Service & Accessories — Insurance and Mail Order — Complete service facility — Boring, sleeving & Heli Arc. 1995 Harbor Blvd., Costa Mesa 714-646-2428.

Fullerton

TOWN AND COUNTRY CYCLE — Suzuki, Puch and Dunecycles. Sales, service, parts & access. Insurance. Hard to get parts. 411 S. Brookhurst, Fullerton, CA 92633. 714-871-2460.

Gardena

HONDA OF GARDENA — 15515 S. Western Ave. Gardena. 213-770-0603 or 323-8314. Full line of Kawasakis. Parts & Access. M.C. insurance too! Come in or call.

La Habra

LeBARD & UNDERWOOD — 321 E. Imperial Hwy, LaHabra. 213-691-0553 or 714-879-8252. Quality BMW & HONDA sales, service, parts, & insurance since 1946. Open 7 days a week.

Long Beach

HARLEY-DAVIDSON OF LONG BEACH — 3654 Long Beach Bl, 213-426-7101. Parts & Access. Road & competition. Top quality service, full equipped service dept.

Sacramento

JOE SARKEES MOTORCYCLES — Triumph, Honda, BMW. Sales, Service, Parts & Access. 2509 Broadway, Sacramento, CA. 95818. 916-452-5491.

ADVERTISER INDEX

ADRA	Cal
AFM	Cal
AMC	Cal
AME	Cal
Advanced Cycle Products	21
Airco Sheet Metal	27
Alba Honda	45
Apache Ltd.	23
Ascot	27
Bel Ray	28
Bertus Jawa-CZ	34
British Spares, Ltd.	34
Dale Brown Motors	WA
Brushrats M.C.	35
C.H. Performance Prod.	45
CMS	34
CRC	Cal
Cactus Pete's	Cal
Cal Mart Plating	23
Canoga Park Suzuki	22
Charity Newsies	29
Competition Service Cycles	34
Corona Raceway	Cal
Cycle News Subscription Info	37
Cycle Tours	11
DMG	34
Daido Corp.	23
DeAnza Cycle park	Cal
District 37	29
Donelson Cycles	22
Electro Helmets	19
Elsinore Raceway	Cal
Fireside Sports	21
Galaxy Wholesale	34
Grand Nat'l. Championship	17
Hallatt Motor Racing Circuit	35
Harley Davidson	5
Hiiesalu Mfg.	27
Jim Hunter MC Repair	WA
Husqvarna Motor Corp.	21
Indian Dunes	Cal
KTM Imports	29
Lakewood Honda	28
Limantour Corp.	33
Luft Shock Factory	45
M/C Tire Corp.	35
Ken Maely Ent.	28
Malcolm Smith M.C.	33 & WA
Moto-X Fox	34
Othman Distributing	21
Out Front Number Plates	33
Penton Imports	29
Perris Raceway	Cal
Progressive Products	27
Racers Supply	22
Racing World	Cal
Sachs Motors	22
Saddleback park	Cal
Saddleback Saturday MX	Cal
Joe Sarkees Motorcycles	35
Shirt Jazz	35
Stadium Motorsports	3
Steve's Bultaco	WA
Super Seer	33
Suzuki of Van Nuys	27
T & O Yamaha	34
Sammy Tanner Distributing	33
Ellie Taylor's Goggles	45
Terrycable	21 & 28
Tibblin Racing Products	29
Torco Oil	20
Town & Country Cycle	WA
Track 'n Travel	34
U.S. Suzuki Motor Corp.	48
Van Leeuwen Ent.	28
Vespa Honda	34
Viva Dist.	45
Bill Walters Leathers	23
Webco	22
Whittier Kawasaki	35
Yamaha of Corona	33
Yamaha of El Monte	WA

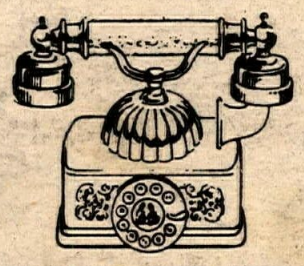
All it takes

To begin your advertising campaign

Is a phone call

To the advertising department at Cycle News

213-427-7433



DEALER AND SERVICE DIRECTORY

ADVERTISING BLANK

Each listing limited to 6-8 lines.

Dealer Name _____

Address _____

City _____ State _____ Zip _____

Brands _____, _____, _____, _____

Message _____

_____

Hours _____ Phone _____

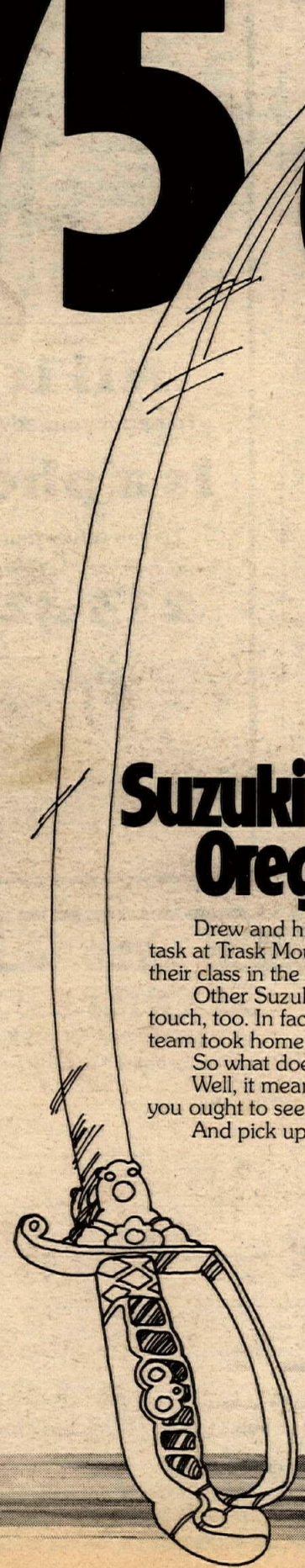
For speedy service call 213/427-7433 or mail this coupon.

☐ My $150.00 check enclosed.

☐ I am a Cycle News dealer, please bill my account.

Send to Cycle News, PO Box 498, Long Beach, CA 90801

Drew slew the 175 crew.



Suzuki's Drew Smith tops 175 class at Oregon Enduro.

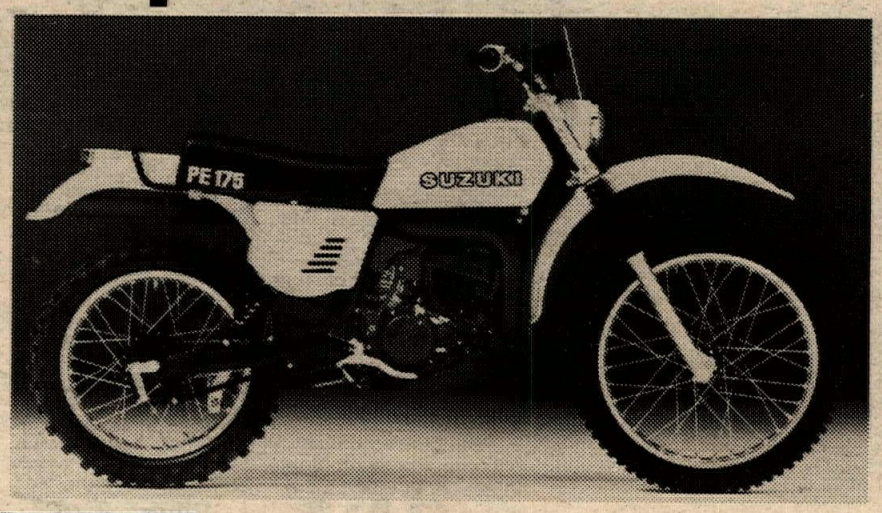
Drew and his PE-175 were up to the task at Trask Mountain, Oregon. Where they won their class in the AMA ISDT Qualifiers.

Other Suzuki Team Riders had the golden touch, too. In fact, all seven members of the team took home gold medals.

So what does that mean to you?

Well, it means if you want a proven winner, you ought to see your Suzuki Dealer.

And pick up a tough PE-175 or 250.



SUZUKI

The Fast One.